



**START**



# **L.A.W. MAGAZINE**

**ROLL CONTENTS**

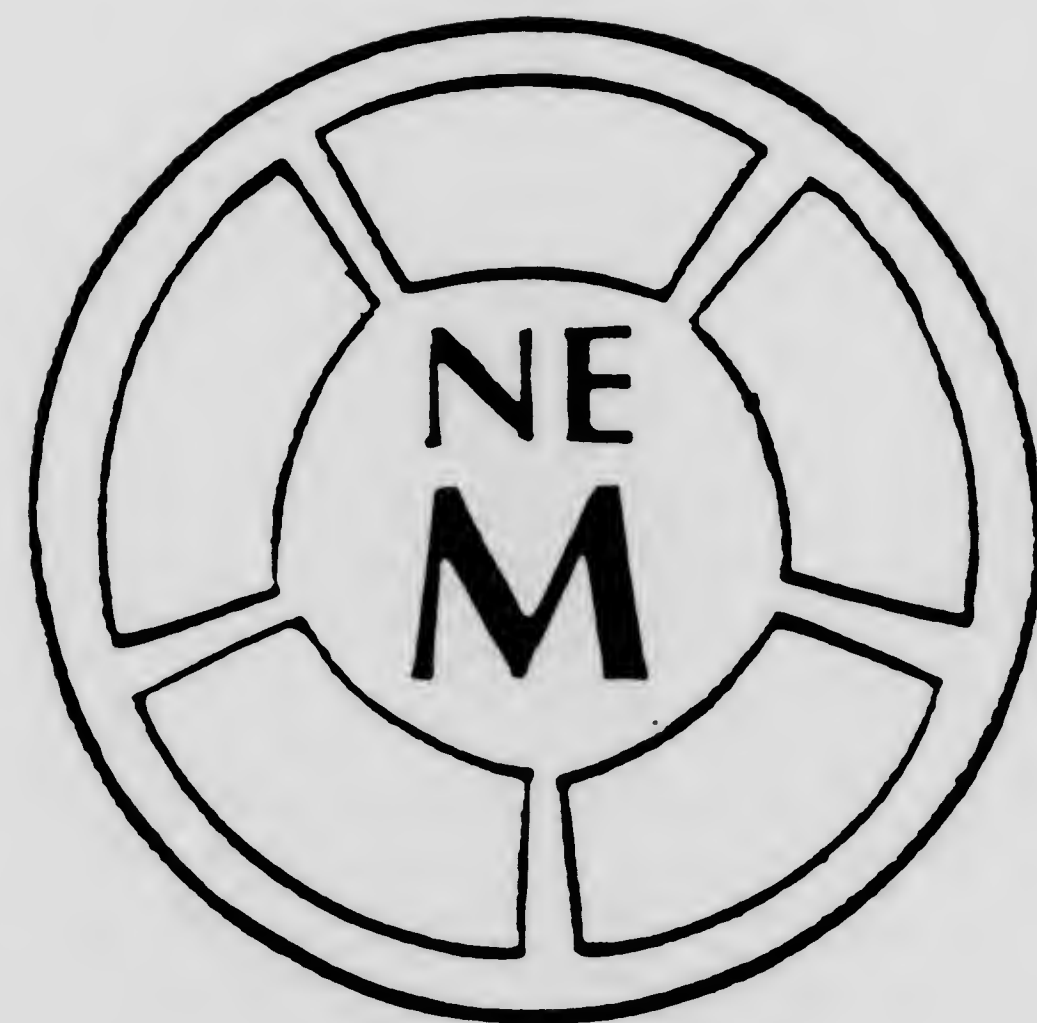
**VOLUME 31**

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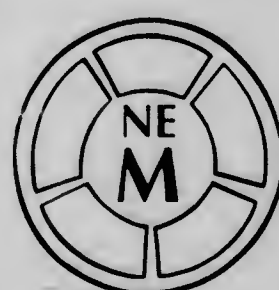
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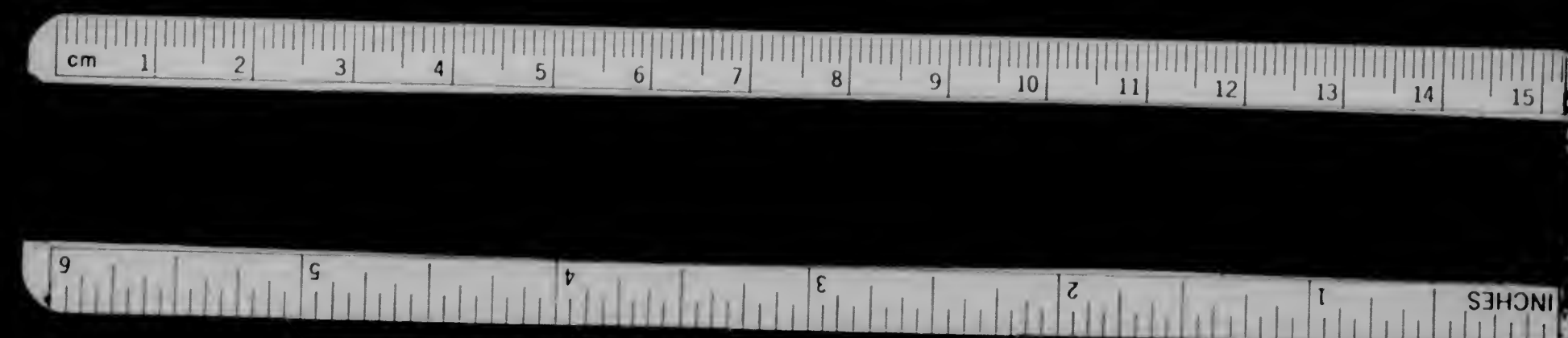
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**VOLUME 31**



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OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

# L. A. W. MAGAZINE

OLD SERIES, VOL. XXXI.  
NEW SERIES, VOL. I, NO. 1.

JUNE, 1900.

PRICE, 10 CENTS.  
\$1.00 A YEAR.

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B.P.L.

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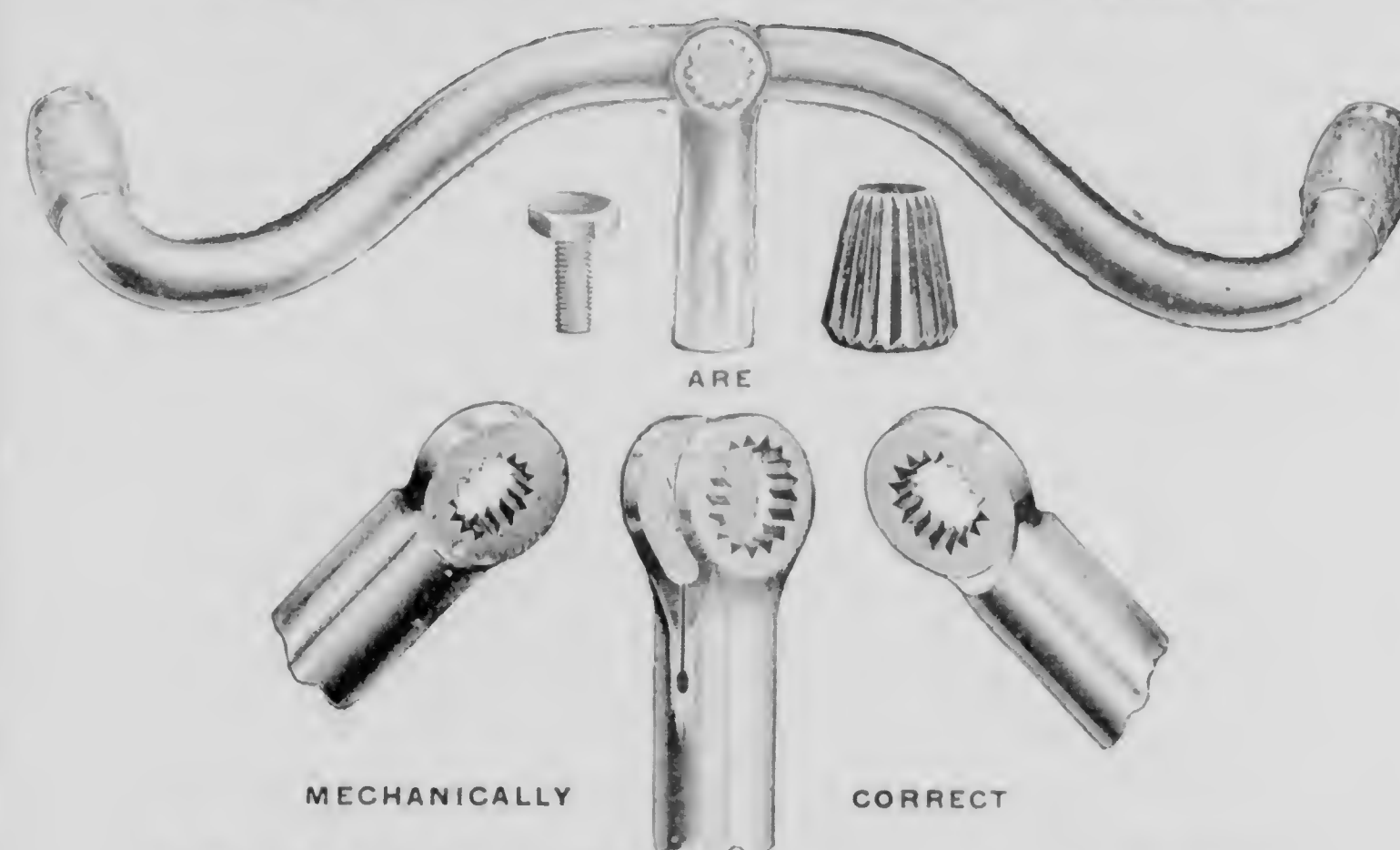
A chronological review of the month.

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THE L. A. W. MAGAZINE

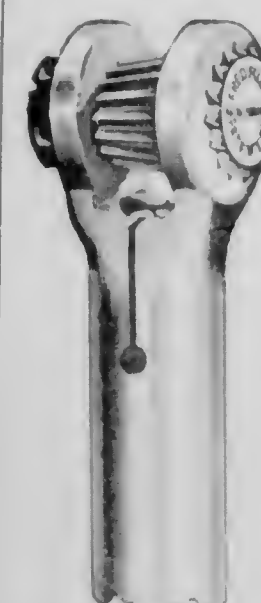
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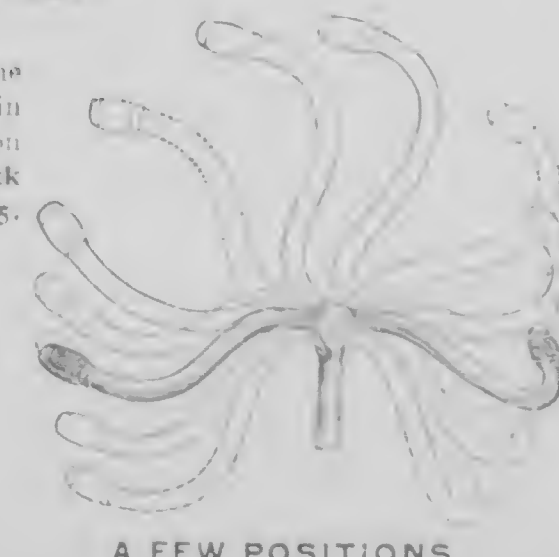
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# L. A. W. Magazine

Old Series, Vol. XXXI.  
New Series, Vol. I, No. 1.

JUNE, 1900.

Price 10 Cents.  
\$1.00 a Year.

## Observations of the Month

### Bicycle Baggage Victory

In securing the enactment of the Massachusetts State Bicycle Baggage Bill, the League of American Wheelmen scored another of those victories which go to emphasize its usefulness and place unaffiliated wheelmen under additional obligations to the grand old body. It was a stern, hard fight, in Massachusetts, and the battle waged for a long time. For several years efforts had been made to have the Bay State Legislature pass a measure whereby bicycles might be carried free as baggage, but each such effort was met by a sturdy railroad opposition that would long since have disheartened any body of workers other than the League, which, when its cause is just, knows no defeat. The forces of the League were repulsed time after time, and less earnest laborers would have considered the cause hopeless; but when the present Legislature assembled in Boston, the leaders of the Massachusetts division renewed their campaign with increased determination, and, as we now know, earnestness and persistent effort triumphed.

### Railroads Are Protected

The new law provides that when a traveler's fare is more than ten cents for a single trip, he is entitled to have one bicycle transported as baggage without charge therefor. The measure thus protects railroads from being imposed upon by Boston suburbanites, who, on occasion, did the law permit, might so numerous present wheels for carriage as to stagnate traffic, and send baggage smashers a few more steps down the road that is said to be paved with good intentions.

However, this minor change from the bicycle baggage laws in force in other states is not by any means to be construed as a hardship. The Massachusetts law is eminently satisfactory to the League hustlers who are responsible for its being on the statute books, and if these be pleased, certainly none else can justly complain.

While the credit for this gain in the line

of wheelmen's rights—or privileges, as you please—must be scored on the League's page, the benefits of the measure will accrue to the just and unjust alike. In other words, the harvest will be reaped by those who share none of the League's burdens, as well as by those who do. But inasmuch as this is the identical case in each instance where legislation is secured through L. A. W. labors, there is nothing novel in the Massachusetts situation. Yet this latest League success furnishes a new recruiting weapon that should be used with gratifying results in Bay State membership, and as such it is well worth the price it cost.

### Good Roads Planks Suggested

Within the next five weeks the national conventions of the big parties will have met and nominated their presidential candidates for the fall campaign, during which the issues to be fought out are already pretty well defined. Whether the item of highway improvement will be one of the issues remains to be seen, but it is the League's purpose to secure, if possible, the insertion in both Republican and Democratic platforms, of a good roads plank, and it appears, if League efforts in this direction are properly backed up by those millions of voters to whom good roads are a necessity, that there should be no great difficulty in scoring this essential point.

Surely no national party can afford to go before the people on a bad roads platform. Certainly no national party wants to acknowledge that it stands opposed to beneficial reformative measures. But no national party will declare for any important issue unless compelled to do so, and it is therefore the League's work to impress upon Republicans and Democrats alike, the absolute needs of better roads, and the League will do that very thing in the event that it is given the co-operation of those to whom good highways are far more necessary than they are to wheelmen, who can very nicely traverse the country on cycle paths built at their own expense, and under their own direction.



### A New Director Named

In this connection it is interesting to note that a new director of the office of Road Inquiry, Agricultural Department, has been appointed by the president. Mr. McKinley's choice is the Hon. Martin Dodge, of Cleveland, an Ohio state senator and a long time enthusiastic advocate of highway improvement. Mr. Dodge once before filled this office temporarily, but his brief incumbency gave him little opportunity to demonstrate that eminent fitness which his friends are confident he will display within the near future.

Mr. Dodge is the author of the good roads law now in operation in Ohio, and has always fought hard in the Buckeye State legislature for every measure intended to improve the condition of the highways.

In a letter to the L. A. W. Magazine Director Dodge calls attention to the fact that an additional appropriation of \$6,000 has been allowed by the Appropriation Committee of each of the houses of Congress, and says that this sum will permit of the division of the country into four sub-districts, in each of which will be located a suitable representative of the office of Road Inquiry. The money will not be available until the first of next month, by which time the several appointments will have been made.

### Invites League Co-Operation

"I do not think," writes the new Director, "that there has been sufficient communication between the representatives of the League of American Wheelmen and the officers of the government, both state and national. We could do better work by co-operating more together." There can be no doubt of the truth of this pointed statement, and it is to be hoped that Director Dodge's invitation will be heartily accepted by League officers everywhere. Particularly is the Director's invitation directed to the national committee on highway improvement, and Chairman Fullerton will do well to get into close touch with Mr. Dodge, whom we know to be a right good friend to wheelmen, and an especially warm friend of the League.

### Side Path Progress

While good roads are the paramount desideratum of wheelmen generally, failure to secure extensive highway improvement after many years of conscientious and unselfish effort, much of which has been along the line of educating the farmers to the losses they suffer through bad roads, has driven the wheeling masses into the excusably selfish advocacy of bicycle side-paths; and nearly every well directed campaign in the interests of state side-path laws has been successful. The latest state to recognize the request of cyclists is Ohio, and President McKinley's native state has now a side-path law, known as the DeRan measure, modeled after the law in operation in New York state. Under this law, when wheelmen desire side-paths constructed, they have but to petition a county judge, who then appoints a board of side-

path commissioners, to serve without pay. A license tag system is put into force, and such riders as desire to use side-paths buy the tags, the proceeds of which are entirely expended for actual work in the construction and maintenance of the paths. The tags permit their owners to use the paths for one year, at the close of which new tags must be bought. Since the license fee is never higher than \$1, and because the tax is not imposed upon any wheelman who is satisfied to use the ordinary roads, the construction of paths is therefore a matter that rests entirely with wheelmen, and the extent of the side-path system depends wholly upon the extent of the desire for the cinder highways.

### Inter-State Side Paths

So successful have been the side-path laws already in operation, and so great is the satisfaction in having a cinder roadway that is always rideable, that the side-paths idea is gaining enormous popularity, one of the outgrowths of which is the rapidly progressing plan of inter-state paths. One of these is mapped out to extend from New York to Chicago, via Buffalo and Cleveland. Another is to extend from Chicago to Minneapolis, via Milwaukee. A third is to span the distance between Minneapolis and Denver, via Omaha, while a fourth is planned to reach from Denver to the Golden Gate.

Owing to the numerous side-paths already built in New York state, the eastern end of the first-named path will be rapidly finished, and it is hoped that the remainder of the course may be completed within a year. The second path will probably be finished first, for the wheelmen of Minneapolis, Milwaukee and Chicago, to say nothing of those en route, are decidedly enthusiastic over the idea, and aim to have the path in use in time to be of service for wheeling tourists going to the national meet in Milwaukee next month. The other paths are being constantly agitated, and are certain of completion within due season. When the four sections will have been finished it will be possible for a wheelman to ride the entire distance between New York City and San Francisco without encountering a mile of bad riding, except such as cannot be avoided on the paved streets of the big cities en route.

### A New National Committee

Recognizing the widespread interest in side-paths, President Sams has appointed a new national committee on side-paths, as follows: Dr. C. H. Hunter, Minneapolis, chairman; H. V. Casey, Baltimore; E. S. Thomas, Fremont, O.; J. G. Lee, Trenton, N. J.; M. D. Fletcher, Springfield, Mass.; A. P. Dare, Harrisburg, Pa., and F. P. Magargle, Rochester, N. Y. This marks another advancing step in the history of the League, and at the same time will hasten the construction of side-paths everywhere. The difficulty at present is, in many states, a lack of side-path boomer's to "move" the legislatures, and an ignorance of the plans of operation. The committee will give personal attention to side-path work in state

legislatures, and will collect such information as will be useful in framing laws and in placing them in operation. The body will have plenty of work to do, and should prove one of the most valuable on the League's roll.

### For International Tourists

American wheelmen intending to go abroad need no longer hesitate through fear of difficulties to be encountered at custom houses, or at the hands of foreign policemen, hotel keepers and repairmen, for, by means of the international touring agreement, now existing between the League of American Wheelmen on the one hand, and the Cyclists' Touring Club of England and the Canadian Wheelmen's Association on the other, it is possible for an L. A. W. member to tour in any part of the old world or Canada with as little inconvenience as would be experienced on an afternoon's spin from Central Park to Harlem. The full agreement, which appears in this issue, is interesting in this connection, and should be read by every American cyclist who has considered the advisability of going abroad.

### The 1900 National Meet

The annual social gathering of the L. A. W. hosts will this summer take place at Milwaukee, on July 10th to 15th inclusive, and promises to be one of the most delightful and successful of League meets. The Citizens' Business League, of the city that has been made famous in so many different ways that one doubts which one really did it, has taken charge of the program, and has placed at the head of affairs Mr. A. D. Meiselbach, formerly a prominent manufacturer of bicycles. Mr. Meiselbach enthusiastically declares that Milwaukee will do herself proud when the League visitors come to town.

There will be banquets, reunions, smokers, runs and races, and many other features not yet fully decided upon. The races include a multiplet contest on the road, and fifteen track events, to be contested on an indoor course at the Exposition building. Several of these events are to be championships.

### Michigan's Festival

Among the state division annual meetings that are attracting attention, is that to be held in Michigan, at Port Huron. Chief Consul Earle, a radical good roads and side-paths advocate, has arranged a program that appeals especially to others of his trend of thought, at the same time furnishing plenty of amusement and recreation for those who prefer to let others do the League's work. A good roads congress will be a feature, and a mile of macadam road will be constructed. Among other features will be band concerts, an all-night smoker, a horseless carriage parade, fire works, an electrical spin wheel (whatever that may be) and races. Mr. Earle declares that the Port Huron gathering will be by far the most successful and beneficial League meeting ever held in the state.



A. D. MEISELBACH,  
Chairman Milwaukee Meet Committee.

### An International Ruction

The season has witnessed the downfall of the International Cyclists' Association, of which the League was a member until it withdrew from racing affairs last February, and the inception of a new international race controlling body, known as the International Cyclists' Union. The I. C. A. came into existence in 1892, and during the following year conducted, at Chicago, the first recognized world's championship races ever run. Since then it has annually run international championships, the meeting of last year having been held at Montreal in August, on the week preceding the L. A. W. national meet at Boston.

Britishers for years were the leaders of the body, but as the sport grew on the European continent and dwindled away in England, the Latin members of the I. C. A. rather resented the idea of Britain being in command, and sought to lessen British power. In February, at Paris, the French body introduced a resolution limiting the voting power of the I. C. A. congress to "national" controlling bodies, and had this prevailed, Ireland and Scotland would have been without vote in I. C. A. affairs, and England's power would have been eclipsed; but it did not prevail, and on that account trouble resulted.

### An I. C. A. Break Away

An adjourned meeting of the I. C. A. congress was held in Paris on April 14th, and the proposition was again presented. Long arguments availed nothing, and the meeting adjourned without a single practical step having been taken. Disgusted with the prevailing conditions, and satisfied that the race controlling body of the



## THE N. C. A. BOARD OF CONTROL



C. R. Klosterman, District C. N. E. Turgeon, District B.  
R. F. Kelsey, District A. A. G. Batchelder, Chairman. Geo. G. Greenburg, District E.

world should be representative in every respect, the Unions of France, Belgium, Italy, America and Switzerland that night resigned from the I. C. A., and met and organized the I. C. U. Inasmuch as France and America are the only countries in the world where actual "international" racing amounts to anything, it will be seen that this withdrawal proved a remarkable weakening of I. C. A. forces, a fact that is evidenced by a late declaration that no I. C. A. world's championships would be held this year.

## The World's Championships

On the other hand the I. C. U. is moving along with every prospect of success. It will conduct in Paris, during the summer, a number of world's championship races, with grand prizes offered, and it has been assured the support of the Germany Union, and of the new racing body in Canada, which owes its existence to the fact that the Canadian Wheelmen's Association remained affiliated with the I. C. A. after the N. C. A., of the United States, had withdrawn and joined the I. C. U. The Queen's Park track, at Montreal, needs the appearance there of American racing men, and since they would not be permitted to appear under I. C. A. jurisdiction, it was necessary for the Montreal track owner to protect his interest by asking the support of the N. C. A. This granted, he proceeded to organize the Canadian Cyclists'

Association, to which, it appears, the Canadian Wheelmen's Association is about to turn over the control of the sport in Canada.

## The National Cycling Association

The National Cycling Association, which, since the L. A. W. dropped racing, has been the race controlling body of the United States, is composed of race meet promoting clubs, track owners and racing men, and governs the sport through the board of control, of six members, two representatives and one delegate from the racing men's union. The chairman of the board is Mr. A. G. Batchelder, a veteran member of the League, and at one time New York state handicapper. Each member of the board is chairman of a district board, on which each state in the district is represented by one member. The racing men's union has also one representative on each district board.

Established over the Board of Control, as a sort of supreme court, to pass upon board decisions from which an appeal is taken, is the board of appeals, composed of Mr. George A. Needham, of the Kings' County Wheelmen, Brooklyn, N. Y.; Mr. Abbot Bassett, secretary of the L. A. W., Boston; Mr. W. B. Curtis, of the New York Athletic Club, New York City; Mr. Horace S. Fogel, of the Public Ledger, Philadelphia; and Mr. S. A. Miles, of the Cycle Age, Chicago. These gentlemen, all of

whom are known as staunch advocates of honest sport, have no other connection with the N. C. A. than that which membership on the board of appeals entails. They are, therefore, in position to be absolutely fair, and to see that justice is done in every case that comes to their attention.

## The Resignation of W. S. Bull

Notable among the month's events was the resignation from the secretary-treasurership of the New York division of Mr. W. S. Bull, at one time chief consul of that division, and for many years actively identified with the work of the League in the Empire State. The New York division some time ago decided upon reducing its expenses, and the secretary-treasurer's salary suffered a reduction. Mr. Bull found himself unable to carry on the work at the new figure, and he accordingly resigned. Mr. John F. Clark, who succeeds him, will serve without compensation, and until the new official becomes thoroughly acquainted with his work Mr. Bull will assist him in the discharge of the duties of the office. Notwithstanding his resignation from official connection with the League, Mr. Bull, like the thorough enthusiast that he is, still retains a deep interest in League work, and no call to duty will find him among those absent.

Mr. Clark is also an enthusiastic worker, and is known in League circles as the author of the Junior Membership plan.

## A Racing Resignation

A second resignation of note was that forwarded to the N. C. A. board of control by Mr. John A. Blaurock, president of the racing body. Mr. Blaurock is a man of extensive industrial interests, from which he could not spare the time required by the duties of the position that he for a short time filled. Mr. Blaurock was urged to reconsider his resignation, and he did so, but press of business finally demanded his withdrawal from active connection with the N. C. A., and his resignation was accordingly accepted. Mr. Geo. J. Cooke, of the Harlem Wheelmen, New York City, has been chosen to fill the vacancy.

## Bottom Bracket Litigation

In trade circles nothing is attracting more attention just now than the suits of the American Bicycle Company against the Eagle Bicycle Manufacturing Company, and the H. P. Snyder Manufacturing Company, for alleged infringement of the variously called Smith or Owen bottom bracket patent. Answers have been filed in both cases. The Eagle concern declares that the patent on which suit is brought was ante-dated by many others, and that it is not effective for this and other reasons, one of which is that the owners of the patent have long permitted it to remain non-operative. The Snyder answer is that the American Bicycle Company has conspired to monopolize the American bicycle trade, and is therefore operating in violation of an act of Congress, entitled "An act to protect trade and commerce against unlawful

restrictions and monopolies." The Eagle and Snyder suits are being defended by the Cycle Trades Protective Association, an organization composed of many "independent" manufacturers, and the outcome is being anxiously awaited by the trade.

## Demand for Coaster-Brakes

No new device in recent years ever gained such wide-spread popularity in so short a time as has the coaster-brake, which is now on the market in various models, and is selling with great rapidity in nearly every section of the country. The makers of this article lay special stress upon the saving of power permitted by the use of coaster-brakes, a point deserving of all that has been said of it.

Cushion frame bicycles are coming into fresh popularity. Prejudice against them is being dispelled, and the rider who is really looking for comfort in cycling is satisfied with none other.

Trade conditions are healthy. A backward spring in certain sections militated somewhat against the prosperity of dealers, but at this time the general trade report is one of unusual activity. Certain it is that more people are this year riding wheels that at any time since '96, and, of course, a reasonably large proportion of this year's riders are mounted on new cycles.

Those who continue to ride old mounts have given plenty of work to repair men, especially in having coaster-brakes affixed to the machines.

## Concerning the Lenz Claim

David J. Hill, assistant secretary of state, writes as follows to President Sams concerning the Lenz claim:

"Your letters on the subject of the claim against Turkey growing out of the killing of Frank Lenz have been received. In reply I have to say that the claim has been presented to the Turkish government and that the department has urged action upon it. No further brief in support of the claim is necessary at this time."

"Wheeler is an ingenious sort of a fellow." "What's his latest?" "He took a spin out in the country last evening, and when night overtook him he discovered he had forgotten to take his bicycle lamp." "Yes." "Well, he dismounted, climbed into a field, and filled his empty flask with lightning bugs and tied the bottle on to the front of his wheel."—Indianapolis Journal.

Don't forget to take your lamp with you if you expect to be out at dusk in the park. If you like walking you can enjoy the sport much better without having to trundle a bicycle alongside of you.

"Not lost, but gone beef o'er," as the incorrigible punster remarked when he saw his cycling friend, after colliding with a cow, turn a somersault across the animal's back!



## From Day to Day

APRIL, 1900.

1—Bouhours won 50-mile paced race, breaking records from 70 kilometres (1:12:43 3-5) to the finish (1:23:45 2-5). Bauge, 2; Maurius The, 3. Paris.

1—McFarland won 16-hour 8-day race, covering 364 miles, 4 laps; Freeman, 2; Iver Lawson, 3. Los Angeles, Cal.

2—H. B. Fullerton, New York, appointed chairman L. A. W. National Committee on Highway Improvement.

3—Vice Consul Keenan, of the Pennsylvania division, L. A. W., resigned. Pittsburg, Pa.

8—Edward Taylor won a 1-hour race, covering 36 miles, 1694 1-2 yards, world's records; Bouhours 2, and Bauge 3. Paris.

8—Gus Lawson placed the indoor hour record at 34 5-8 miles. Los Angeles, Cal.

11—Richard Higbie, good roads legislator, died. Babylon, L. I.

13—Annual meeting of the Canadian Wheelmen's Association. Toronto, Ont.

14—L. C. A. meeting at Paris. The unions of France, America, Belgium, Italy and Switzerland resigned and formed the International Cyclists' Union.

14-15—Fourth annual grand prize of Easter won by Eros, with Momo 2, and Bixio 3, all Italians, in 2:33 1-5. Taylor won the 10-mile race in the world's record time of 16:18. Paris.

15—Bouhours won the Paris Roubaix (262 kilometre) road race in 7:10:30, breaking the cycle record. Garin 2, and Fischer 3. Baras won the motor cycle race, same course, in 3:48:00. France.

16—Police authorities prohibit the Bordeaux-Paris road race, scheduled for May 24, on account of motor cycles in the Paris-Roubaix road race. France.

16—Linton won the Century Cup race, 100 miles, in 1:04:24 1-5; Platt-Betts, 2. London.

18—Fred Gerlach, former chairman L. A. W. racing board, and Isabel Harbridge, married. Chicago, Ill.

19—Montreal wheelmen form the Canadian Cyclists' Association. Montreal, Que.

21—C. G. Wridgway defeated Kenneth Skinner in a 1-hour motor tricycle race covering, 38 1-3 miles. Philadelphia.

21—Board of Control of the N. C. A. met and formulated new racing rules. Buffalo, N. Y.

22—Grogna, Bixio and Tommaselli ran 1-2-3 in international race. Bauge placed world's 10-kilometre record at 9:37. Paris.

23—Bauge broke 1-3, 2-3 and 1 kilometre (0:54) records. Paris.

26—Bauge broke world's records from 11 to 16 kilometres and for ten miles (15:46 1-5). Paris.

28—Lockyear and Tate increased the British amateur 6-hour tandem record to 156 miles, 750 yards. London.

29—Rutz and Hausman won motor tandem event and Stevens and Freeman open and handicap races at Louisville, Ky.

29—American Century Wheelmen pass road racing rules. Toledo, O.

29—In a 100-kilometre race, Taylor placed the world's hour record at 62 kilometres, 313 metres (38 miles 1,265.44 yards) and broke records from 10 to 60 kilometres and from 10 to 50 miles. Bouhours won the race in 1:39:13 3-5, world's record, breaking en route the records for 70, 80 and 90 kilometres and 60 miles. Bauge was second and Walters third. Paris.

### MAY

1—Hon. Martin Dodge, Ohio State Senator, appointed director of the office of Road Inquiry, Washington, D. C.

3—Tommaselli won the prize of Florence, with Meyers second and Grogna third. Turin, Italy.

5—Yale defeated Columbia in bicycle races. New York City.

5—British records broken at the Catford track. London.

6—Golden Wheel race, 1 hour, won by Edw. Taylor, who covered 55 kilometres, 735 metres; Walters, 2; Bouhours, 3; Lesna, 4; Robl, 5. Berlin.

6—Vailsburg board track opened for the season. Kramer, amateur champion of '98 and '99, made professional debut and won first race. Freeman won the other professional race. Vailsburg, N. J.

7—Bicycle baggage bill became a law. Massachusetts.

7—Canadian Cyclists' Association formally organized. Montreal.

10—W. S. Bull resigned the secretary-treasurership of the New York Division, L. A. W. New York City.

13—Harry D. Elkes, American middle distance champion, made European debut, and defeated Edward Taylor, European middle distance champion, in a 1-hour race, covering 55 kilometres, 450 metres. Paris.

15—John A. Blaurock resigned the presidency of the N. C. A. New York City.

15—State Centurion Harry W. Knights and Secretary-Treasurer Austin W. Pease, of the Century Road Club, resigned. Boston, Mass.

16—President Sams, of the L. A. W., appointed a sidepath committee. Baltimore, Md.

16—Works of the Canada Cycle & Motor Company, destroyed by fire. Loss, \$175,000. St. Catharines, Ont.

19—Thos. C. Page, for a third of a century manager of the Lamb Manufacturing Company, Chicopee Falls, Mass., resigned his position.

20—Edward Taylor defeated Harry Elkes at 50 miles by 300 metres. Elkes fell. Antwerp.

20—Frank Kramer won one professional race and ran a dead heat with McFarland in a second. Vailsburg, N. J.

20—Pope Memorial church, built by Col. A. A. Pope in honor of his son Charles Linder Pope, opened. North Cohasset, Mass.

21—Will R. Brown completed twenty centuries in 199 hours, 6 1-2 minutes, establishing a new world's record. Valley Stream, L. I.

22—George J. Cooke, president Harlem Wheelmen, elected president of the N. C. A. New York City.

## The 21st L. A. W. National Meet

To be held at  
MILWAUKEE, JULY 10, 11, 12, 13, 14 and 15, 1900

Milwaukee—the train is sweeping in along the south shore of a magnificent bay; Milwaukee—towers and steeples; green bluffs, stretching away like ramparts; the masts of a multitude of boats; the soft haze from off Lake Michigan; the lazy swell of that great inland sea; the glory of a July day; and there we are.

There is such a restfulness in the air, so much of home and comfort in the aspect

the balmy breezes, find the "Bright Spot" of the city.

From the foot of Juneau Park for over four miles directly west extends the main artery of Milwaukee, Wisconsin street and its cross-river continuance, Grand avenue. These two thoroughfares, with almost five miles of asphalted surface, are lined by towering office buildings, palatial stores, magnificent hotels, the fine new Federal



T. J. SULLIVAN,  
Secretary Citizens' Business League.



GERHARD AUSSEM,  
In Charge of Races.

of the city, so much cordiality in the greeting, that one feels recovered from the fatigue of the journey almost before one's feet have touched the ground of Wisconsin's metropolis.

If you go in along the lake shore, and that is the pleasantest way, you are off the train at the foot of Juneau Park, the first, and still the brightest gem, of Milwaukee's coronet of beautiful breathing spots. As you look along the curve of the bay, you may see, surmounting the green palisade, two magnificent bronze monuments, the nearest erected to the memory of Solomon Juneau, the founder of the city, and the farther an ideal representation of Lief Ericson, the Norse discoverer of America. If, during your stay in the Cream City, old Sol takes liberties with the climate, and you swelter—yea, even sweat, betake yourself, with moderate haste to this cool spot, and here with your humid brows bared to

building, and way to the west becomes a boulevard with stretches of lawn and beautiful residences on either side, until at the end, with but a small distance of traverse one sees the National Home for Disabled Volunteer Soldiers, the most beautiful institution for that worthy object in the land.

Starting from the lake then, and going west, just before the river is reached, is East Water street, and here turning north, in the second block, and almost at the foot of the great bell tower of the City Hall, will be found the St. Charles Hotel, the official headquarters of the 21st National Meet of the L. A. W.

As if with a foreknowledge of the coming of the wheelmen, the city fathers erected a tower that extends upwards for three hundred and eighty feet, that it might be for a guide post to those who seek out the hospitality of the city on the coming-of-age anniversary of the League, for here at its





NORTHWESTERN DEPOT.

base is Market Square, an asphalted triangle upon which the official headquarters faces, and which will be the rendezvous for all wheelmen during their stay in the city. Within a radius of six blocks from here are located all of the leading down-town hotels and restaurants, and from here all runs as planned by the committee on runs will be started. Within three blocks from here is the Layton Art Gallery containing a fine collection of pictures, the Milwaukee County Court House, the Armory, the Jail, the Police Station, and other institutions to be sought or avoided, as the case may be.

A visit to the tower of the City Hall will give one the most magnificent view and the very best idea of the geography of the city. To the east and north, bounded by lake and river, is the east side; to the west and north, are the west and north sides, with no natural line of division between them beyond that of certain streets. A mile or more to the south and across the Milwaukee river at its junction with the Menomonee, lies the south side. Each side of the city presents, besides the constant and unvarying accompaniment of beautiful homes, some point of particular interest. The south side boasts of the Allis Machine Shops, the greatest of their kind in the world; of the great iron and steel works, glass factories, and numerous other industrial institutions. The west side is proud of the Public Museum and Library building, Washington Park with the Carnival Column in which are the Soldiers' Monument and the Washington Monument, and hosts of other points of interest. The North side has its breweries, the beautiful parks, the reservoir, and Schlitz Park, a resort the duplicate to which cannot be found outside of the Fatherland. The east side, with its lake shore drives, Lake Park, Prospect avenue, Juneau Park, and the celebrated White Fish Bay, all lies at the feet of the adventuresome climber who scales the stately tower.

To see Milwaukee is to love her. Among the countless lovers that she now has are thousands of wheelmen; after the National Meet there will be thousands more, but the heart of the city is large enough for all, and

her hospitality will be extended to all who will come to the 21st National Meet.

The charms of Milwaukee, however, are not the only magnets that will draw thousands of wheelmen and wheelwomen within the gates of the city during the week of July 10th to 15th. A host of Milwaukeeans are planning and preparing a lavishly elaborate program of entertainment. From early morning until late at night there will be something pleasing to occupy the visitors' time and absorb their attention. There will not be a dull minute in the week, nor a minute wasted if sight seeing and pleasure making are not a waste of time. The program of entertainment, while not complete at all as yet, is roughly outlined as follows:

The morning of Tuesday, July 10th, will be occupied in receiving visitors, assigning them to hotels, and in making short trips about the city. In the evening there will be receptions at the social and bicycle clubs where music and amusement of various kinds will be provided.

Wednesday afternoon there will be a multiplet contest down upper Grand avenue that promises to be a spectacular feature. Picture in the mind's eye a score or more of large machines, mounted by the best riders of the country, fairly flying over a mile of asphalted pavement. Imagine the grandness and greatness of such a race down a boulevard lined on either side by thousands of excited spectators encouraging the riders as they fly by, and that is this great race.

Wednesday evening will be spent on beautiful Lake Michigan. A large schooner will be transformed into a floating paradise, if palms, music, entertainment and refreshments combined can form a paradise, and cruise about Milwaukee Bay, will be enjoyed.

On Thursday evening will be held the L. A. W. "Hot Time" smoker. Unless the plans of the Executive Committee go amiss, the smoker will be held at Schlitz Park. Those who know this park and the buildings in it,



EXPOSITION BUILDING.

(Where Races will be Held.)

would think that it was laid out especially for the smoker.

Friday afternoon there will be a picnic at North Milwaukee park, a fine new summer resort being erected by Mr. A. D. Meiselbach. Special trains will be provided to carry the picnickers to and from the park.

For those who bring their wheels and love to ride over good roads through a charming country, there are short and long spins being arranged. Martin C. Rotier, chairman of the Committee on Runs and Tours, promises visitors one of the most delightful programs of runs ever arranged. Mr. Rotier has a large area of beautiful country to show, and it is a foregone conclusion that he knows how best to show it. Every road leading out of Milwaukee takes me to a pretty little summer resort situated on the famous inland lakes of Wisconsin. Runs about the city, to the parks on the outskirts, and to the villages just beyond the parks are being arranged. Those who stick close to Mr. Rotier during the meet will return home after the meet without missing very much of importance in and about Milwaukee.

In connection with the runs during the Meet, the Century Road Club of America is arranging a gigantic national century to be run on the day prior to the opening of the Meet. The plan is to have all those that will come from the east and south meet at Chicago, and those from the west and northwest meet at Minneapolis and St. Paul. The latter can either take the train to a point that will be just 100 miles from Milwaukee, or can cover the whole distance a wheel. Milwaukee riders in force will meet the St. Paul-Minneapolis party at Watertown, and the Chicago contingent at Waukegan. A large number of wheelmen are expected to participate in these runs.

But, in arranging all these events are we forgetting the ladies? "No," says Mr. H. L.



CITY HALL.

Marshall, "we certainly are not." This gentleman, who is chairman of the committee which will provide entertainment for the ladies, asks permission to say a few words, and here they are:

"I would say to the lady members of the L. A. W., do not let your husbands come alone. We are going to make an especial effort to entertain our lady visitors. We shall have a committee of ladies on hand at each of the hotels to receive you. We shall endeavor to provide entertainment for you during your stay that will be so pleasant that you will never forget our city and its people."

While a corps of men are working on the details of the entertainment outlined above another corps of men, captained by Mr. Gerhard Aussem, are working on the racing feature of the Meet.

Straying from the path of precedent, the committee in charge is arranging the races to be held in the evening instead of during the heat of the afternoon.

The Exposition building, a spacious hall, cooled by excellent ventilation and hundreds of electric fans, has been secured, and in it will be built one of the finest indoor tracks in the country.

Mr. Geo. G. Greenburg, of the National Cycling Association, has submitted a program of races which will very likely be adopted with a few unimportant alterations. The program is as follows:

Thursday, July 12—Professional—National championship, one-third mile; prizes, \$150, \$75 and \$25. Cream City handicap, two miles; prizes \$100, \$50, \$20 and \$10. Amateur—I. C. U. trial, one mile; first prize, value, \$150; the winner being the rider scoring most points in the three I. C. U. trials, counting four for first, two for second, and one for third; each trial to be limited to three starters; second prize to be given the rider with a total score next to that of the winner, value, \$35; third prize

ST. CHARLES HOTEL.  
(Official Headquarters.)



# Your 21st Birthday

When a boy reaches the age of 21 he becomes a man. He thinks it's worth while celebrating.

He doesn't celebrate it the way he did his 10th or 18th birthday. They were only preliminaries.

His coming-of-age celebration must be a record breaker. He puts into it all the money he saved during the previous 20 years, and all the money he can borrow.

It is the event of his life, if he doesn't marry, and he tries pretty hard to make his friends think so.

The L. A. W. is going to celebrate its 21st Birthday at Milwaukee, July 10 to 15. It's going to be a genuine coming-of-age affair.

There's going to be races, and picnics, and boat rides, and runs, and concerts, and what not. There is so much entertainment on the program that July 10 to 15 was selected because the days are longest then.

The L. A. W. Meet is an annual affair given by the L. A. W. for L. A. W. members. All the entertainment given by the L. A. W. will be free to L. A. W. members.

Milwaukee is a beautiful city to spend a week in, and during the Meet you can come here at greatly reduced railroad rates. We want to see every League member spend his (or her) vacation at Milwaukee this year. We want to make the League's 21st Birthday an event we will never forget. We want you to come and help us celebrate.

## The L. A. W. Meet Committee

## L. A. W. Festival

And International Good Roads Congress

By H. S. EARLE



STATUE OF LIEF ERICSON IN JUNEAU PARK.

to be one under similar conditions, value, \$25. Two-thirds mile handicap, prizes valued at \$35, \$20 and \$10.

Friday, July 13—Professional—Circuit championship, one mile; prizes, \$100, \$50 and \$40. One-third mile handicap; prizes, \$100, \$50, \$20 and \$10. One mile, 2:15 class; prizes, \$50, \$20, and \$10. Middle distance match, 15 miles; prizes, first \$150, second \$100; winners Friday and Saturday nights to ride in the supplementary meet Sunday night. Amateur—I. C. U. trial, one-third mile; Dorner handicap, two miles; prizes valued at \$35, \$20, \$10.

Saturday, July 14—Professional—National championship, two miles; prizes, \$150, \$75, \$25. Sanger handicap, one mile; prizes, \$100, \$50, \$20, \$10. Middle distance match, 15 miles; prizes, \$150, \$100. Amateur—I. C. U. trial, two miles; one-third mile handicap; prizes valued at \$35, \$20, \$10.

Sunday night, July 15—Professional—Third-mile dash; prizes, \$100, \$50, \$25. Amateur—One mile open; prizes valued at \$25, \$25, \$10.

To the above program will be added a number of special events including match races, record breaking attempts and motor races.

In summing up all that is promised for the 21st National Meet of the League of American Wheelmen, one cannot help feeling assured that it will eclipse all of its predecessors. The revival of cycling, the complete harmony of the L. A. W. and the N. C. A., and the longing of the wheelmen from all parts of the country to visit Milwaukee, "The Bright Spot," wonderfully enhance the chances of success.

The Executive Committee in charge of the meet consists of the following well-known Milwaukeeans: A. D. Meiselbach, chairman; F. G. Cramer, secretary; T. J. Sullivan, H. P. Andrae, M. C. Roher, H. L. Marshall and Gerhard Aussem.

To Mr. T. J. Sullivan, the representative of the Citizens' Business League, the meet will owe all of its more successful features. Mr. Sullivan has fairly filled the program with attractive events, and it is owing to his efforts and to those of the Business League that the Meet was located in Milwaukee.



DEUTSCHER CLUB.



newspaper notes I believe there will be a large attendance and that the delegates will be able from seeing the practical work of the engineer and listening to his lectures obtain that schooling that will be of a vast amount of profit to the towns, counties and states represented.

Probable accomplishment? It is probable that plans will be laid whereby an amicable arrangement will be entered into with railroad traffic managers so we may be able to get a very near at-cost rate of freight on road material hauled by the railroads, as it is a settled fact that no interests in good roads exceed those of the railroad corporations. And it is probable that some way will be planned whereby the trap rock of our northern peninsula can be delivered to any point not exceeding 500 miles from the quarry at a non-prohibitive rate of freight.

It is more than probable that this congress will endorse the plan of a "Cash Road Poll Tax" of one dollar on every able-bodied man between 21 and 60 in Michigan, this to be collected as a county road tax, to be used within the county where collected, to build permanent gravel or macadam roads within that county where petitioned for by a majority of the abutters who are willing to pay their entire road tax in cash. A proviso will be asked for, that one-tenth of the sum raised may be expended in building and keeping in repair side paths, for pedestrians and wheelmen, all of this money to be spent outside of the corporate limits of cities. It is probable that the congress will pass a resolution requesting the next legislature to pass laws necessary to bring this about.

The convention will take up the matter of prison labor, and will undoubtedly endorse the plan of gradually changing convict labor from the manufacture of merchantable goods which come into competition with goods made by free and honest labor, to preparing road material, to be allotted to the several counties in the state on some equitable basis, and that an appropriation be made in the next legislature to put in to the Marquette prison a modern crushing plant that this plan may be tried.

Papers will be read on, "Why Are You Interested in Good Roads?" from farmers, railroad managers, manufacturers, merchants, teamsters, wheelmen, automobilists and professional men.

Its effect? In my estimation, my intention will be the thing to be expected from the effects of this first convention of allied interests in good roads. That it will change the League of American Wheelmen's annual state meet in every state from a race meet to an annual Good Roads Congress and L. A. W. festival. That this convention will annihilate all disagreeable feelings between any of the above named classes, and that each will see that it is best for all that bad roads make their exit and good roads be elected to take their place at the cost of all.

The farmer will see that the wheelmen are the good roads missionaries in the cities, and that they will do the campaign work necessary to get a road poll tax law passed that will place a share of the road



H. S. EARLE,  
Chief Consul Michigan Division L. A. W.

building burden upon corporations and city property that has heretofore gone "scott free." The eyes of the wheelmen in this convention will be opened to the fact, that it is no wonder that the farmer did not want to get off the earth, and give them the whole road, which they (the farmers) built without one particle of help from the many thousand of wheelmen, but all this will be corrected in the road poll tax law, for then every able bodied citizen will contribute something toward the road he uses and each one can feel a proprietary interest.

The motto of the congress will be "Pro bono publico."

Man's love of fun will not be forgot, and in the L. A. W. smoker, races, grand concert and ball and many other lesser sports, all members will obtain many times what the cost of belonging to the L. A. W. amounts to.

#### Bicycles and Street Railway

The Street Railway Company is urging the enactment of a penal ordinance forbidding the riding of bicycles between the outside rails of the tracks of the company in this city, says the Rochester Democrat and Chronicle. No wheelman ever rides between the rails if there is decent riding on either side, but occasionally in winter, or when the street on either side is crowded with traffic, it is necessary to ride there or not at all. The practice of riding for any distance between the two inside tracks is dangerous, and should not be indulged in, but there are times when passing other vehicles that invasion of the space proposed to be prohibited is unavoidable. Should the ordinance be passed, therefore, it will be necessary to give it a liberal interpretation. The right of bicycles in the streets is as good as that of the street cars or any other class of vehicles.

## A Few Words From the President

CONWAY W. SAMS

The publishers of this magazine, which is the official organ of the League of American Wheelmen, suggested that in the first issue there should be an article of some kind or another by the President. After some consideration and with much reluctance I consented and we will describe it by calling this sketch, A Few Words From the President.

It is simply a bare statement of what has been, is and what we hope to do. No attempt is made to embellish the article, but the facts are stated with that brevity and with the desire to be as clear as the statement of facts in a brief.

The League of American Wheelmen passed its majority some time ago. When that is stated and when we think of the many organizations which have come and gone during the twenty-one years and more the League has lasted, that in itself is saying a great deal. Among the prominent ideas at present uppermost in the minds of League members is the resolution adopted by the last Assembly, which met in Philadelphia in February, putting into the hands of a committee of five the duty to revise the League Constitution. The possibilities of a wise revision of our organic law cannot be too highly estimated. Owing to the widespread interest in all directions in the good roads movement it seemed to the members of that assembly to be the part of wisdom to adopt the said resolution in order that the committee might have an opportunity to propose some broad plan upon which wheelmen, farmers, automobilists, and other friends of the good roads movement could make a common cause. Whatever may be the outcome of that committee's work, this prominent idea seems to have possessed the minds of all, that is, by wise changes in the constitution and by-laws, greater advantages could be gained for the members of the League. For example, instead of having forty odd Divisions all getting out road maps, hotel and repair shop lists of their particular localities, could not the work be done better by a strong central organization? Those of us who have been active in Division work know that wreck and ruin to many Divisions has been brought about by the publication of road books. In other words, the Divisions could not stand the expense of these publications. In many cases the costs of such publications have actually been paid by the national treasury. Now then by a proper incorporation and centralization of power it seemed to many of us that these matters could be better attended to and more satisfactory results produced from headquarters. An excellent act has been just passed by the New York Legislature, which was drawn by Mr. John B.

Uhle of New York and a member of the Revision Committee. Under that act it is possible to incorporate the organization and make it a cohesive, strong and powerful association with definite rights, clearly defined ideas and centralized strength. A complete and thorough machinery would be ours. This is simply thrown out as a suggestion subject to criticisms and suggestions. It relates more particularly to the future.

A splendid suggestion has been made by



CONWAY W. SAMS,  
President L. A. W.

Mr. Dixie Hines, of New York, a member of the Highway Committee, that an arrangement be made with one of the accident insurance companies to insure L. A. W. members against accidents resulting from wheeling exclusively. This idea has not been fully developed. Some years ago Mr. Sterling Elliott, then publisher of the official organ, tried a somewhat similar plan. His plan was merely voluntary on his part, but it is now intended, if possible, to make the arrangement on a more business-like and permanent basis. Among the many matters of great interest and prominent importance to wheelmen is that known as the side path movement. In looking over the States we find that in many of them this movement had grown with a rapidity and strength that is amazing. It is to the credit of the present Chairman of the



Highway Committee, Mr. H. B. Fullerton, of New York, and the Second Vice-President of the League, Mr. A. B. Choate, of Minnesota, that they have constantly urged the appointment of a National Side Path Committee, whose duty it will be to foster and encourage in every way this movement so dear to the hearts of all wheelmen. That committee has been appointed and in a short time will be ready for work. In this connection too much stress cannot be laid upon the unselfish work of League members who have universally worked, wherever it was possible, in this cause. Many will remember that the first side path case ever won, which upheld the law passed to protect these paths, was successfully conducted by the now Second Vice-President of the League. This decision is of tremendous importance and as time goes on its value will be more and more appreciated.

Among the matters which will have our immediate care and attention is the work the Highway Committee is now doing to see that good roads planks are inserted in the Democratic and Republican National platforms. Attention should be called to the \$5,000,000 bill for good roads introduced in the United States Senate by Senator Penrose, of Pennsylvania, at the request of Mr. Keenan. It can be stated without fear of contradiction that the L. A. W. has expended more money in the last ten years in agitating the good roads movement than the United States Government has spent in the last fifty years. The only thing to be done is to evidence to the members of Congress that the demand is sufficiently strong which is the case and such an impression will be created which will insure the adoption of good roads planks in the platforms by the two leading parties. The League asks that all wheelmen, farmers, organizations, local improvement societies, automobilists, bicycle clubs, and similar organizations, which favor the Government taking some interest in this work, to communicate with Mr. H. B. Fullerton, Chairman National Highway Improvement Committee, L. A. W., Long Island City, N. Y. We cannot do better work than this. It is urged by some that the fact that the L. A. W. is doing all in its power to help the building of side paths it will abandon its good roads work. Nothing of the kind is intended. We are simply growing with the new conditions that arise and keeping pace with them. That great leader of the League, Mr. I. B. Potter, always maintained and justly that the building of each cycle path was an object lesson to the farmer which would never be forgotten when he saw wheelmen gliding by upon a well built path and he was ploughing along in the depths of an almost unfathomable ditch. He was right. While we have had often times to cross swords with our farmer friends, when we advocated what was more to their interests than ours, still we wish them on our side as much as ever. However, we are going to work out our own salvation in respect to cycle path building.

No one who will call to mind the great highways built by the United States 50 or 60 years ago cannot but regret that that

## L. A. W. Members

are advocates of GOOD ROADS, because without it, cycling is not so pleasant as the poets would have us believe. No matter if we should agitate good roads for a hundred years and even if we should spend millions of dollars, all roads would not be perfect. Even asphalt pavements get worn out and there are constant bumps.

There is only one sure way of having good roads and that is to buy a

### Hygienic Cushion Frame Bicycle

which has grown more popular year by year among the best class of cyclists.

No matter whether you are a beginner or a hardened old rider, you would not go back to the old style wheel after giving a Hygienic Cushion Frame bicycle a thorough trial, even if you were presented with one.

Remember these few points:—

The Cushion device absorbs the jars that under ordinary circumstances your body must take care of.

Absolutely no loss in speed.

The distance between the saddle and pedals is always the same.

While the Cushion Frame costs a few dollars more, you save four times its price, because all the jars on rough roads are absorbed by the Cushion device instead of being transmitted to the tires, rims and frame.

The following makes have Hygienic Cushion Frame devices:

Pierce, Frontenac, Olive,  
Stearns, Yale, Iver Johnson  
Barnes, Outing, and  
Reading Standard.

To satisfy your curiosity, take a ride on any of the above makes and let us have your opinion.

### THE HYGIENIC WHEEL CO.

Owner of Cushion Frame patents

St. Paul Bldg., New York City.

work has not been continued to the present time. Therefore, now is our opportunity and let us take advantage of it.

To pass for a moment from what are our aims and ambitions let us dwell upon a different point of view. As I let my memory wander back to the great accomplishments of the unselfish work of League members and see in State after State, laws passed by the energy of a devoted few, I sometimes wonder if it is worth our while to continue to struggle when we have, comparatively speaking, so little support from the wheelmen as a body. Take for an instance the great and beneficial results of League work in Maryland. Our record in that State is one we feel justly proud of, but in looking over the roll of members we find that the great body of wheelmen are simply satisfied to sit down and partake of the benefits without making the slightest return for those things accomplished. We do not require their active assistance, although we ask it and wish it. We simply say to them give us enough money to pay the necessary bills to carry on our work and we will do wonders for you. While this is all true, they still remain like men whose veins are full of ice water and allow their pocket books to be frozen so tight that it is impossible to thaw out one dollar a year. This is discouraging, but the work is interesting and the results accomplished are satisfactory. It is a consciousness of work well done which often carries an active League member forward until he reaches the goal for which he is striving. Hardly without an exception those of us who have been doing League work can well recollect the many times we have gone down into our own pockets and produced the necessary cash to keep the machine going. This is not said in a spirit of fault finding, but simply as a statement of fact well known to every worker in the cause. The future to my mind looms up with a brightness that has never been equaled. To quote Shelley for an instant, "The air around them looks radiant as the air around a star." This is poetry, but the future will show that it is a hard fact.

After months of consideration and a great deal of care by the Executive Committee assisted by Messrs. Philip S. Collins, of Pennsylvania, Henry C. Finney, of Maryland, and our Secretary, Mr. Abbot Bassett, the League has once more an official organ to be published by Emil Grossman & Brother, with Mr. Charles W. Mears as the managing editor. Therefore, again we have the means of communication between our officers and members. It was impossible to publish a weekly. Our finances did not permit this to be done and as one has to cut the garment according to the cloth, it is not necessary to say more upon this subject. We have done our best and man could do no more. We have great hope in the success of this new organ.

There is one department of League work which particularly emphasizes the need of a strong central organization. That is the Touring Department. The present chairman of the Touring Committee, Mr. George M. Schell, of Philadelphia, has done much to increase the importance of the work in

that direction. It is a self-evident fact that to conduct a well organized touring plan both at home and abroad it will be absolutely necessary that the business be done by the central body. The arrangements with Canada, C. T. C., and other foreign bodies are not in as satisfactory condition as they could be. Our own members have caused us repeated loss specially in connection with crossing the Canadian border. Over \$300 was recently paid to the Canadian Government by reason of the fact that members of the League going into Canada neglected to obey the Canadian custom laws in returning. The League had to bear this loss. All of this shows the need and necessity of more complete organization in the Touring Department. It is at present in able hands and it will be sure to be one of the most important features of League work.

Without further comment and enlargement upon these different matters let us briefly call to mind what are the prominent features of League work. These are good roads, cycle paths, touring arrangements, national reorganization, better and more explicit agreements by the central body in reference to hotels, repair shops, and protection to members both in a legal sense and in other respects. Of course it is not to be expected that all these things can be done at once but they are worth working for. In closing this sketch permit me to say that an association with League work extending over a period of about six years but emphasized in my mind the tremendous work we have done as an organization and the marvelous undertakings we have successfully accomplished. Such law as the New York, New Jersey and Massachusetts baggage bills (and about ten other States have similar laws) are alone worth all the effort of time, expenditure of money and hard work that has been undergone. All, without a single exception, are the results of the League's work. When a man asks what he gets for his dollar when he joins the League, a feeling of utter disgust comes over me. As long as the old organization lives, which will be for many a long day to come, it will always have my dollar. Too much has been accomplished for anyone to ever think of abandoning an organization which has been successfully run by devoted men, unsupported at times, and without a cent of compensation. I feel sure that all these facts are not brought to the attention of the wheelmen as they should be, because if they were I cannot see how a man with the proper amount of good, healthy blood in his body could decline to become a member. We cannot always guarantee to feed and clothe a member for one dollar, but the idea should be that it is an honor to belong to the L. A. W. and not always what can I get out of it!

If cycling continues to progress in the affections of the public, it may not be too far-fetched to imagine the fond mother of the future proudly boasting that "Our Johnnie rode his bicycle before he was 10 months' old," instead of observing that he walked at that age.



## Ideas of Clay and Calhoun

A Return to Them Now is Imperative

By HON. MARTIN DODGE, Director of the Office of Road Inquiry

In the early history of this country the plan of internal improvement by the general government included the building of highways. This plan was strongly advocated by such statesmen as Clay and Calhoun and was followed until the introduction of the railroad furnished a cheaper means for the long haul than could be attained upon the ordinary highways. So appropriations for road improvement by the National Government ceased and for about two generations the building and maintaining of highways has been wholly in the hands of the local authorities.

When the railroad system was first introduced, it was supposed that it would largely take the place of the highway system, prevailing before and up to that time, and that horses would almost wholly go out of use for transportation purposes. But time has shown that the railroad system and the wagon road system are supplemental to each other and exist concurrently in all parts of the country. The railroad system has produced wonderful results in diminishing the cost of transportation, especially upon the long haul. But very little has been done to diminish the cost of transportation upon the common highways and it is costing almost as much today as it ever did to carry the products of the country over the common roads by animal power.

An examination of the early pictures and models of steam cars and engines will show that the problem which they sought to solve by the introduction of the steam car system was largely the problem of moving such vehicles as were then moved upon the common roads by animal power. It was soon found that the new power of the steam engine placed upon the new iron road enabled them to move larger vehicles and also at a higher rate of speed than had been contemplated or even been supposed to be possible. And the whole history of the evolution and development of the steam railroad system has expressed itself in increasing the size of the vehicle and increasing its speed. All the other facts are subsidiary to these two, and the success attained in moving large vehicles at a high rate of speed has been greater than was supposed possible. As a result of this great success, it has so happened that the thing which was proposed at first has never been done. That is to say, the application of the steam engine or any other inanimate power to moving vehicles of the ordinary size, such as had been used for generations before for carrying people and their products upon the common highways, has never been successfully applied.

The size and shape of vehicles in common use upon the common highways two generations ago was about the same as it is

today. They would carry from two to six passengers and from one to two tons of freight and were drawn by animals. We find the same general situation prevailing today; from two to six passengers being a load for the passenger vehicle and from one to two tons, being a load for the freight vehicle and all moved as a rule by animal power. It is also true that the cost of moving both passengers and freight upon the country highways continues to be high, with but little diminution in two generations.



HON. MARTIN DODGE.

Within the past few years new inventions have been made which are destined to change all this. We now have the bicycle, the automobile, the suburban street car, all moved without the aid of animal power and suited for use upon the highway. The task of moving light vehicles by inanimate power, which was left undone two generations ago, is now about to be performed. The idea was not abandoned by reason of intrinsic difficulties too great to be overcome, but was simply allowed to remain in an undeveloped condition because of the very great and unexpected success attained in moving much larger vehicles at very high rates of speed. The time has now come to take up, develop and carry out the original thought and intention of providing a cheap and easy way of moving light and ordinary vehicles over the common highways, to and

from the houses of the people carrying themselves and their products. The one great thing which we need in order to accomplish this very desirable result is better roads. And in order to make sure of a rapid and permanent improvement of our highways we should appeal to the original system of internal improvement advocated by Clay and Calhoun.

Many millions of dollars are appropriated annually in the River and Harbor Bill to aid transportation by water and there is no good reason why an equal amount should not be appropriated to aid transportation

over land upon the common highways. No one can deny the justice of such a claim and no one will doubt that the necessity of the improvement exists. And now, more than ever before in the history of the country, the prospects of success are reassuring. The friends of good roads from all parts of the country should unite in the demand for recognition in the National Platforms of both the great political parties. Such a united demand would secure the endorsement by the great parties and the support of the government of a cause which is worthy and has been too long deferred.

## Get Into Politics and Get There Quick

By H. B. FULLERTON

Chairman L. A. W. National Committee on Highway Improvement

The Highway Improvement Committee has been working, since its selection, with delegates to the various National Conventions for the insertion of a Good Roads plank that shall be not merely a jumble of words meaning nothing, but a pledge to appropriate money on a liberal scale sufficient to enable the Road Inquiry Office of the Department of Agriculture to carry out the work for which it was formed. This office was established as a result of hard work done at Washington by the League of American Wheelmen. The appropriation by Congress of \$25,000 a year is absurd, and has made impossible anything like the work planned.

General Stone and Professor Harrison have done all in their power with their very limited means, but progress has been made so slowly that the United States is still behind every other civilized country on the road question. In every other line indicating higher civilization it surpasses every other country in the world. While billions have been appropriated under the name of "River and Harbor Improvements," and in many cases vast sums have been spent for deepening and widening channels of streams used by few if any boats, and of interest only to some small village or town, the highways have received absolutely no attention and no appropriation from the national government.

A bill introduced by the L. A. W. asking Congress to appropriate \$5,000,000, has received but little attention, while days have been spent in looking up and passing upon private claims and matters effecting in no way the advancement of our great country. The belief that the farmer is a foe to Good Roads and apathetic if not absolutely antagonistic to any legislation on this line, may have been true years ago. That day has passed and the politician who today makes such statements either proves that he is grossly ignorant or else is making willful misrepresentations for his own selfish purposes. Every Good Roads worker knows that today the farmer is his best friend, and that with his aid the Good

Roads laws which have enabled Massachusetts and New Jersey to advance far ahead of all other states, were passed by the votes of the rural districts, and today the strongest backer and Good Roads apostle is the farmer.

State aid and national aid is an absolute necessity. The agriculturist of the country cannot be called upon to pay all the expenses of a road simply because it goes by his front gate and may run along his land for a great distance. The roads in the rural districts should be paid for by the community in general just as city improvements are paid for—pro rata by all the inhabitants. The farmer knows very well that the cost of hauling his produce direct to the consuming cities or to his nearest railroad station is a very great proportion of the expense. The agriculturist further knows that whereas in European countries the rate per ton per mile is 8 cents or below, while in this country it runs up to 25 cents and even higher, and that not only is an absolutely unnecessary expense added to his production cost, but that in certain seasons of the year he is unable to market his crops at all on account of the condition of the roads.

It has been proven conclusively, and statistics are not wanting on the subject to show that state aid laws immediately become popular after effect is seen, and that greater appropriations with the consequent taxation on every individual in the state has been asked from year to year by the farmers in every section of the state, and that in fact the amount of work asked for in all the states working under state law is far in excess of the appropriation, in many cases years ahead of the money available or in sight.

A Good Roads plank in the platform of any party either in state or national election brings great strength to the ticket nominated by that party, and it is no longer to be said that this particular subject is of interest only to the wheelmen. The wheelmen have solved the question for themselves, and by a trifling tax they are





H. B. FULLERTON.

building in all sections of the country cycle paths particularly suitable for the wheel, and at a cost not to exceed \$100 per mile, perfect wheelways can be built. These side paths can be built with great rapidity and maintained at little cost. The cry of class legislation no longer holds.

The Good Roads advocate whether he be a pedestrian, cyclist, horseman or automobilist, is no longer looked on askance. His honesty and purposes are not questioned. Loyal support is given him, and today the agricultural societies, automobile clubs, Good Roads associations, village improvements societies, are all working hand in hand with the League of American Wheelmen for highway improvements in every section of the United States, and if every well wisher of his country and progressive citizens would write to the delegates from his section to the national convention, a plank would be put into their party platform which would not be second in strength to that of any other used. Let's get together and write at once. Set your delegates thinking before they go to the convention cities, and when it is found that the sentiment from your section of the country is for some strong movement to forward the improvement of highways, the formers of the party platform will find ample room—and that near the top—for a strong Good Roads plank.

#### Earle is Merciful

Chief Consul Earle, of Michigan, together with Mrs. Earle and their youngest son, George L., immediately after the L. A. W. Festival and International Good Roads Congress at Port Huron closes, will leave for a six week's tour in Europe. They will ship from Halifax, taking the shortest water route. Earle says one reason for doing this is his pity for other passengers, who will have to listen to his daily talks

on good roads, and the shorter the distance the less liable will it be that any of them will be talked to death.

#### In the Open Air

Awheel and away from the smoky town,  
To the country-side where the earth  
blossoms fair;  
From the heated ways where the sun beats  
down,  
For bracing run in the open air.  
Spring into the saddle with feverish haste,  
Keen joy in the heart and a laugh for  
care;  
Away where branches are interlaced  
With the glorious blue of the open air.  
The soul grows lean in the narrow streets;  
The spirit harkens to grim despair;  
Awheel and away where rarest sweets  
Scent every breath of open air.  
The soul shall expand and the heart grow  
light  
On the rural road where the city's blare  
Is lost like a phantom of vanished night;  
Awheel and away in the open air!

#### The Grace of Womankind

We all remember Dickens's quaint moralizations on the remarkable fact that one never saw a dead post boy, says the Cyclist, of England. We have made a discovery almost as momentous, and that is that no one has ever seen a lady making her first attempt at free-wheeling. We see hundreds of them enjoying free-wheeling, and yet we observe none who appear to have the least difficulty in managing their bicycles. Some of them may in fact, no doubt, have felt at home right away, and required no practice to get used to the new conditions, but this cannot have been the case with all, and yet, as we have said, they all appear at home with their free-wheels. Anyway, it is a healthy sign, as it shows that the wisest course has been pursued, and that the ladies have taken good care to practise on some secluded bit of road before venturing to brave traffic and public observation. Now with men the case is different, and we have come across a good many floundering about the high roads, a danger to themselves and others, evidently making their first essay at free-wheeling. The thought arises, is it because a man does not mind making himself publicly ridiculous? But we dismiss it as unworthy, and prefer to believe that the ladies make their first attempts in seclusion because they are sensible, and do not mean to risk their slender necks unnecessarily. Apart from all this, we believe ladies pick up the knack of free-wheeling and depending entirely upon the brake for speed regulation quicker than men. It would seem as though the quick intuition for which the sex is famed stands them in good stead. In any case there is no disguising the fact that a woman looks far more graceful free-wheeling than a man. She probably does so all the time, but her comparative grace is even more remarkable when she floats free on her bicycle than when she is pedaling.

## L. A. W. MAGAZINE

AND GOOD ROADS  
OFFICIAL ORGAN OF THE  
League of American Wheelmen

PUBLISHED MONTHLY BY

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JUNE, 1910.

Having been awarded the contract for publishing the official organ of the League of American Wheelmen, which, by mutual consent, is named the L. A. W. MAGAZINE, we desire to announce that the experience, energy and facilities that have won high honors for the Cycling Gazette and the Motor Vehicle Review in their respective fields will be earnestly and conscientiously directed toward establishing for this journal a reputation for excellence and a place among cycling publications like that held in American journalism by the Review of Reviews. Obviously a monthly cannot be a newspaper. We entered into contract with the League's special committee with a well-defined policy, and we have no doubt that we shall succeed in our endeavor to make this publication indispensable to L. A. W. members and to wheelmen generally. In brief, we propose to make the L. A. W. Magazine so readable, so thorough and so reliable a cycling journal that it will be demanded and read from cover to cover by all cyclists interested in the affairs of the wheeling world.

Principal among the established features will be a succinct, comprehensive editorial narration of the month's events, interestingly written and unprejudiced. This will serve to fortify our readers with facts that they might otherwise not obtain in an era when newspapers are hastily written with results noted and causes ignored, and as hastily read. Augmenting this review will be a chronological epitome of occurrences.

The work of the League of American Wheelmen in its several channels of endeavor will be discussed and amplified by the various officers and heads of departments, from whom we expect many contributions of a nature to interest in League work hundreds of members who are at this time so little informed about the actual working forces of the body that they may be said to be almost wholly ignorant of the real

purposes and steady progress of the great organization.

There will be personal paragraphs about prominent members of the League, and doubtless many good stories of League lights will be told. Photography and the motor cycle will be given consideration, and side paths, good roads and touring will be on the list for extended space.

The business side of League affairs will receive attention in the official department, in which, however, no names of applicants for membership will appear. An arrangement has been perfected whereby these lists will be published weekly, along with "rush" notices, in a special department of the Cycling Gazette.

Other features will be numerous, and all will aim toward the single end of making the L. A. W. Magazine a journal of journals for American cyclists. And with that purpose constantly in view we solicit your hearty co-operation and support.

As for the organization whose interests this publication will espouse, every indication points to its increasing usefulness and enlarged success. Shorn of every disquieting issue and relieved of the hot polio that added quantity minus quality, the L. A. W. today, representing as it does the vital interests of wheeling and numbering in its ranks thousands of men and women who are an honor to any respectable cause, is doubtless better equipped than ever before to serve the purposes for which it exists. There is no hurrah or tinsel about the League of American Wheelmen. It is an earnest organization of earnest wheelmen, destined by the necessity of accomplishing its objects and by the excellence of its composition to reap many brilliant successes. And if we each of us accept that share of responsibility and exert that bit of effort which membership in a fraternal body logically entails, there need be no shadow of doubt as to a steady and substantial progress greater than has been.

#### There is no Age Limit

The other day, says a New Zealand writer, I heard a woman—who, by the way, is a little beyond the pale of youth—remark that if she were only younger she would soon ride a bicycle. Now, to my mind, age, or rather approaching age, does not disqualify anyone from learning to ride if they choose. Cycling is the one exercise that can be indulged in by young and old alike. There is no loss of dignity entailed in riding a bicycle, and why, because a woman has lost the freshness of youth, she should be deprived of healthy, outdoor exercise, I cannot think. The young have many pursuits and pastimes in which it is impossible for older people to join, and the bicycle, therefore, should be welcomed as a boon, and be taken full advantage of by all those who long for pleasures in the open air. I fancy if middle-aged women were to take up the pastime more generally, there would be less imaginary ills and semi-invalidism among our sex.



# L. A. W. OFFICIAL DEPARTMENT

## The League of American Wheelmen

Is an organization to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways by promoting in the public mind a sense of the utility, general economy, and desirability of high class roads, and persuading legislators to make laws and provide money to create better highways. We have influenced, already, very much legislation, but our work is no more than begun. We need the influence and the contribution of every wheelman to further this work.

We protect our rights and promote our interests by influencing legislation favorable to wheelmen, and by opposing the same if prejudicial to our weal.

In brief, we seek by co-operative endeavor to secure results not otherwise obtainable.

We invite every man of good character who rides a wheel to join us in prosecuting the good work we have undertaken.

Every full-paid member is entitled to the Official Organ, which is published monthly.

By co-operative endeavor we publish road books, maps, hand books, etc. The work of collecting and compiling is done by our zealous members, and thus we do the work at small expense and give our members the benefit.

Our Hotel system gives to members a discount at hotels when traveling.

Our Consul system provides a man in every town and city whose duty it is to assist touring members. Our spirit of fraternity unites wheelmen in a common brotherhood.

Our system of Repair shops secures repairs to League members at reduced rates.

Our agitation and work in the Legislatures of different States has given to wheelmen the free carriage of wheels as baggage on the railroads. Our work in this direction is incomplete. We have done much, but much remains.

Membership in the L. A. W. entitles one to receive a ticket of membership in the Cyclists' Touring Club of Great Britain. The C. T. C. has a very complete system of hotels, consuls, repair shops, etc., in Great Britain and on the Continent, and the use of these, at reduced rates, is at the command of ticket holders. Holders of the C. T. C. ticket can obtain free entry of their cycles into France, Germany, and other Continental countries, but if they intend visiting Belgium, Switzerland, Italy or Austria, it is recommended that they become members of the C. T. C. The latter countries require that the ticket must contain photograph of the holder and the official stamp of the C. T. C., which must be applied at the London office. Great Britain has no customs duties on wheels.

We have an arrangement with the Canadian Government whereby members of the L. A. W. may take wheels into Canada, for a period not to exceed three months, without a deposit of money for the duty. The L. A. W. personally guarantees the return of the wheels to America and thus stands behind the member. Non-members must deposit \$25.00. We supply, gratis, to members, a ticket of membership in the Canadian Wheelmen's Association which will secure hotel and consul privileges in Canada.

Our Touring Department collects and distributes information regarding routes and tours, and its services are at the command of our members at all times.

If the L. A. W. should do nothing for wheel-

men for many years, there is not a wheelman in the United States but owes it his support for what it has done in the past.

It costs Two Dollars for the first year. One Dollar for each year thereafter. These amounts include a yearly subscription to the Official Organ. If the paper is not desired, send 25 cents less in each case.

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## Editorial Talks

The new baby always has our fondest affection. There may have been others who have had their turn of newness, but they have passed on and have found their places in the world. The new comer is a bud of promise and we at once begin to build air castles. 'Twas ever thus, and the conditions are about the same if it be a baby or a bulletin. We present our new MAGAZINE this month, and we bespeak for it a cordial welcome. It is full of possibilities. We can make it an interesting and an entertaining visitor if we will, or by neglect we can let it rust away. One man cannot do it alone. He must have the support of all those who are with us in earnest. There are drones to every hive and there are workers also. "There is only one lifter to twenty who lean." The Magazine is our life blood. It needs to be strengthened. These remarks are intended for those officials of the League who are in responsible positions and who have charge of important interests. Make the Magazine a thing to be looked for. Don't think you have done your whole duty when you have sent us an uninteresting list of Consuls. Division officers know what their members want more than we do. Get after the ball!

Speaking of official organs it may not prove uninteresting to run over the many instruments of this kind that we have played upon. What a pot pourri it has been. "The Bicycling World" was made the official organ of the L. A. W. at the meeting during which the League was organized, May 31, 1880, at Newport, R. I. The paper went to those members only who cared to subscribe for it. Charles E. Pratt, the first president, was the editor. Continued till May 25, 1883.

The Wheel, New York, Frederick Jenkins, editor, was given a contract for the official organ-ship June 1, 1883. The L. A. W. was to pay fifty cents per member and it was to be sent to each member until May 30, 1884. Continued one year. An unwise contract and therefore a catastrophe.

The Amateur Athlete, New York, Eugene M. Aaron, Secretary of the League and editor of the official organ. Contract awarded June 5, 1884. The L. A. W. to pay a stipulated price per copy sent to members. Continued to June 25, 1885.

The L. A. W. Bulletin, E. M. Aaron, Secretary-Editor, Philadelphia, Penn. The L. A. W. now runs its own paper and has a good one. Jan. 17, 1887, Mr. Aaron resigns and Abbot Bassett is elected Secretary-Editor.

The L. A. W. Bulletin, Boston, Abbot Bassett, Secretary-Editor. Continued to Feb. 24, 1888. Free of cost.



The Bicycling World, Boston, Abbot Bassett, official editor, March 2, 1888, to Feb. 23, 1894. Free of cost to L. A. W.

The L. A. W. Bulletin, Chicago. Same editor. March 22, 1894, to Jan. 31, 1895. Bearings Company, publishers. Free of cost to L. A. W.

The L. A. W. Bulletin and Good Roads, same editor. April 5, 1895, to April 1, 1909. Members paid twenty-five cents. L. A. W. paid on a sliding scale up to twenty-five cents in addition. Sterling Elliott, publisher. Changed to a monthly magazine August 1, 1899. Continued to April 1, 1909.

The L. A. W. Magazine, Same editor. Published by Emil Grossman & Bro., Cleveland, Ohio, June 1, 1909, to — let him tell who can.

The Cycling Gazette is a very valuable annex to our Magazine. It takes away from the Magazine that uninteresting list of names and gives room for material that is of some general interest. The application list goes to those who are really interested in it, as it is sent to every applicant and to each one of our officials. It also gives us the opportunity to publish notices that require immediate publication.

Now that we have a Magazine of our own, we should go forward. The best argument to the effect that wheelmen have confidence in the L. A. W. may be drawn from the very liberal support they have given it under the most discouraging circumstances. We have had no means of communication with our members since April 1st and this reached only a portion of our membership. The great army of members whose terms expire April 1st have had no official paper since March 1st. The applicants for membership since April 1st have had no word from us till this, the first issue of the Magazine. It is a wonder that we have been able to do any business at all, and yet we have done about as well as we did a year ago when we were fully equipped with a weekly paper. Division officers have been resting upon their oars, not knowing what to do. The National officers have been to a certain extent helpless. It has been a condition of things unparalleled in League history. And yet the members have been renewing and our letters have been filled with expressions of confidence and promises of support.

The clouds have passed away and the sun of prosperity is now shining upon us. The croakers have taken to the depths and the sawyers of wood may now prepare fuel.

Don't fail to read about our foreign arrangement. We have expanded. Through the courtesy of the C. T. C. and the C. W. A., our borders reach north to the polar regions and east to the deserts of Asia. If you are going to the Paris exposition take along one of our tickets.

Our arrangement for taking wheels into Canada is still in force. This privilege has been obtained for the benefit of tourists, and it is not intended for those who are to remain in Canada for more than three months. It has been impossible for us in the past to obtain for our members hotel and consul privileges in the Dominion, but we are now able to do this. Those of our members who go to Canada should apply to the secretary for a ticket of membership in the Canadian Wheelmen's Association. This will carry all privileges enjoyed by members of the C. W. A. Road Books and Hand Books may be obtained of Secretary Hal B. Donly, Simcoe, Ontario.

Massachusetts is doing good work this year. After many defeats she has at last carried a baggage bill through the Legislature and she now takes her place in line with the other Divisions which have privileges of this kind. We doubt if many others have worked as hard and as persistently as Massachusetts has to accomplish this purpose. A wide tire bill has also been carried against the opposition of the organized teamsters. The Legislative Committee has also defeated a bill which imposed a special tax on all wheels, and a bill forbidding park commissioners to make rules requiring lanterns on wheels in the brilliantly lighted parks has also been passed. These are results to be proud of. Is it not strange that any man who rides a wheel in Massachusetts should hold aloof?

Thursday, May 31st, was the League's twentieth birthday. It was passed unnoticed. If it had not been that the thirtieth of May, 1880, came on Sunday and the celebration had to be

put over till Monday, the 31st, each year would have seen a birthday celebration. But if we cannot have a celebration we can have a souvenir. We now have members who have been with us twenty years. The veteran bar is for those with a record of ten years. What shall we do for the double-decade members? We invite suggestions.

An editorial column is not a place for jokes, and yet we have a funny thing that ought to go down here. The editor of a journal issued in the interests of the automobiles, which it calls "autobains," has this to say on the good roads question:

"The sooner autobaineers cut loose from all thought of association with bicyclists in the good roads movement the sooner will real, practical good be accomplished."

It is unnecessary to explain the funny part of this conclusion. According to the dictionary the word "bain" means a bath and we suppose an autobaineer is one who takes a bath himself and not by proxy.

There comes to us a good suggestion from a correspondent relative to the disposition of the carbide after use in the acetylene-gas lamp. The carbide is a deadly poison and when it is thrown carelessly away it is quite likely to be found by animals and eaten. It has a salty taste and animals eat it greedily. A little care in the disposition of the carbide may prevent a serious loss to the owner and much suffering to the unfortunate dumb beast.

Chicago is going to have a cycle path alongside the great drainage canal. The wheelmen are working in earnest to put the project through. Advice from Chicago tell us that the thing is sure to come. The path will be forty miles long and fifty feet wide.

Pennsylvania is, and always has been, strong on the road-book question. Massachusetts got out the first road book but it looked very small and insignificant when Pennsylvania's big book came out two or three years later. The big book was a model for us all and for many years it was the standard which the other Divisions followed. The Quakers have long since left the old form behind and the new road book that they now issue in parts is a gem in its way. There are reasons why they lead the procession.

The manager of the circulation department of one of the top-top magazines of the United States said to a mutual friend in our hearing the other day: "The L. A. W. supplies periodicals to its members cheaper than any other agency in the United States. We knew that before. Just run your eye along our columns of prices elsewhere in this Magazine."

#### L. A. W. and C. T. C. Alliance

In 1899 an alliance for the interchange of privileges was entered into by the League of American Wheelmen, of the United States and the Cyclists' Touring Club of Great Britain. We give below those articles of the agreement which are of special interest to League members:

1. It shall be lawful for any member of either of them, the British Club and the American League to become a temporary member of the other of them, upon the conditions, and subject to the regulations hereinafter appearing.

2. EACH of them, the British Club and the American League, shall from time to time upon demand, supply to the other of them, free of charge, such number as may be required of tickets of membership of the supplying Club, for the then current year, with a blank space for the name of the members. All tickets supplied by the British Club to the American League, shall be stamped with the letters L. A. W., and all tickets so supplied by the American League to the British Club shall be stamped with the letters C. T. C.

3. It shall be lawful for the American League to issue any ticket so supplied to them as aforesaid, to any bona-fide member of the American League, the name of such member being first inserted in the ticket and the ticket countersigned by the Secretary of the American League, and every member of either of them, the American League and the British Club, to whom any such ticket shall have been issued as aforesaid, shall become a temporary member of either of them for the year for which such ticket is available.

4. SUCH temporary members shall not pay any subscription or entrance fee to the Club of which they are temporary members and shall have the following rights and privileges:

(1). THE right to the benefit of any agreement or arrangement with any hotel proprietor, inn-keeper or other person for the supply of hotel accommodation or refreshment to the members of the Club of which they are temporary members, at reduced rates.

(2). THE right to the benefit of any agreement or arrangement, with any person with reference to the storing or repair of the cycles of members of the Club of which they are temporary members.

(3). THE right to the services of the Consuls of the Club of which they are temporary members as if they were ordinary members thereof.

5. IN order to entitle them to the rights and privileges mentioned in the last preceding clause hereof, such temporary members shall perform and obey all conditions and regulations of the Club of which they are temporary members for the time being, in force with reference to the enjoyment of such rights and privileges by members of the same Club, other than any regulation providing for the payment of any subscription or entrance fee.

6. IF any such temporary member shall use any ticket so issued to him as aforesaid, for the purpose of obtaining the entrance of any cycle into any country, free of customs duty, or at a reduced rate of duty, and it in consequence of such use, any duty on such cycle be paid by the Club of which he is a temporary member, then, and in every such case, the sum so paid for duty, shall be repaid on demand to the Club so paying the same by the Club which issued the ticket to such temporary member.

7. THE members of each of them, the British Club and the American League, shall be entitled to purchase all road-books, itineraries, hand books and maps published or sold by the other of them at the same prices\* at which the same are sold to members of the Club publishing or selling the same. It is provided that in the case of the British and Irish Hand-book, and the Farm House and Country Lodgings List, published by the British Club, and supplied to its members gratis, that the book in question, be supplied to members of the American League at the price of two shillings.

\*It has been found that charges on the literature which include the freight, insurance, packing, expressage, etc., add duty per cent to the cost of these books. We add this expense to the price charged. Tourists going to London may procure all literature of the C. T. C. at the London office and escape payment of duty.

This act to the above provisions of the alliance the Secretary will supply to any member of the League just previous (two weeks) to his departure for Europe a ticket of membership in the C. T. C. This ticket will bring all privileges enumerated above. In order to secure the L. A. W. from possible loss (see article 6) we shall require from each member to whom a ticket is issued an endorsed guarantee to hold the L. A. W. harmless from any loss caused by negligence or violation of customs regulations.

In view of the very stringent rules of the customs in Italy, Switzerland, Belgium and Austria, and in view of the fact that certain regulations must be complied with which the Secretary of the L. A. W. cannot carry out it is recommended that all tourists intending to visit these countries via the continent should regularly apply for full membership in the C. T. C. through Mr. F. W. Wesson, Savin Hill, Boston, sending with their application a description, maker's name and number of their cycle, and a photograph to be affixed to the ticket. This photograph must be about the size of a postage stamp, and the properly filled up, officially stamped ticket should be ordered sent to the port at which they are to arrive, preferably to the steamship agents. Those tourists going direct to England will find the unfilled, unstamped tickets obtainable in Boston, available in that country, and if they intend going on the Continent, the formalities can be arranged at the head office of the C. T. C. in London before they leave England. But it is absolutely necessary that these formalities be complied with. Otherwise the ticket is worthless. Membership in the C. T. C. costs \$1.65 the first year, \$1.35 yearly dues after that. All memberships whenever taken out expire December 31 in each year.

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**PEDAL ONLY 35**

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#### C. T. C. LITERATURE.

Secretary Abbot Bassett has in stock and will supply to L. A. W. members the following books at prices quoted.

THE BRITISH AND IRISH HANDBOOK AND THE FARMHOUSE AND COUNTRY LODGINGS LIST.—The Handbook contains a list of the officers, and the rules and regulations of the Club; the names of the hotels (both licensed and temperance) under contract, together with the special tariff applicable to each; exhaustive and invaluable chapters on touring and on repairing machines; key map of the chief consular divisions, with the addresses of the officers set over them; full list of consuls and official reporters; railway rates; calendar; tables showing sunrise and sunset with directions for calculating the time of local sunset in all parts of the Kingdom and the phases of the moon; as well as a complete diary and riding record, etc., etc.

The Farm House and Country Lodgings List gives details of the accommodation available for members under these heads, together with the charges applicable.

Price, 5 cents.

THE FOREIGN HANDBOOK. — Contains hints on touring on the continent, continental railway rates, rules for the conveyance of cycles to the continent accompanied and unaccompanied, steamboat charges, a complete and up-to-date vocabulary of cycling terms in English, French, German, and Italian, information with regard to foreign customs arrangements, and last, but not least, the names of consuls and reporters, and of hotels under contract with the C. T. C., together with the reduced prices and discounts to members of the Club.

Price, 6 cents.

THE BRITISH AND IRISH ROAD BOOK. — The first five volumes of the C. T. C. Road Book, dealing with the whole of England, Wales, and Scotland, and with the Southern counties of Ireland, are now on sale.

These volumes, which measure 8 in. by 6 in., contain a minute and detailed description of all the main as well as the important subsidiary routes throughout the areas treated of. (The distances are given both in a forward and reverse direction.) The information they contain is based upon reports furnished by cyclists having an intimate knowledge of the direction, surface, and gradients of the roads described, with the result that these standard text books are simply invaluable to all cyclists and other road users.

Vol. I. deals with the Southern and South-western Counties, south of the main road from London to Bath and Bristol. Price, \$1.50.

Vol. II. embraces the Eastern and Midland Counties, including the whole of Wales. Price, \$2.25.

Vol. III. covers the remainder of England to the Scottish Border. Price, \$1.50.

Vol. IV. includes the whole of Scotland. Price, \$1.00.



Vol. V., Southern Ireland, deals with the country south of the main road from Dublin to Galway. Price, \$1.13.

For Key Map to volumes, see page 15.

(The set of volumes, if purchased together, will be supplied for \$7.25.)

**THE CONTINENTAL ROAD BOOK.**—The three volumes of the Continental Road Book contain full details of all the main and rideable routes within the areas of which they treat.

Vol. I.—France, in two parts, price \$1.88 each.

Part 1 East, with Key Map on Pegamoid linen.

Part 2 West, with Key Map on Pegamoid linen.

Vol. II.—Germany, price \$1.88, with Key Map on Pegamoid linen.

Vol. III.—Continental Europe, with the exception of France and Germany, price, \$1.88.

**MAPS.**—Bartholomey, Gall and Ingalls Maps on scale of two and four miles to the inch, issued in sections. Per section, 60 cents. Johnston's Maps of Scotland in section. Scale, 3 miles to inch. Price, 35 cents. Strip Maps of Ripley, Brighton, Bath, Exeter, Great North, Holy Head and the Land's End to John O'Groat's roads, 30 cents each.

#### TO TOURISTS.

Start with your wheel in perfect order and take duplicate pieces of those parts which are liable to break, like the chain or nuts, not obtainable abroad. Do not forget that the most attractive touring districts in Europe supply the longest, steepest grades, and that you will surely encounter tireless grades in any extended tour you may undertake. Therefore, let your machine be geared in moderation. Seventy is high; sixty is comfortable, and, for the average rider, most sensible. You will need a good brake, and, at times, you are likely to need it sorely. Don't leave it at home.

Wheels must be boxed for shipment, and the ocean lines generally charge \$2.50 freight for each machine. This charge is an arbitrary bit of extortion agreed upon by the combination of transatlantic lines, and, for the present, must probably be endured. The great Pacific lines invite cycling passengers and omit this extra charge altogether, as do most of the coast lines and the inland steamboat lines plying on our lakes and rivers. To prevent rusting cover all nicked parts with vaseline before boxing for the voyage.

Wheeling is so much quicker than walking, and the same territory can be covered in so much less time, that it is unquestionably the pleasanter way as well as the cheaper. Touring a wheel in the country districts is far more enjoyable than by railroad, and nothing can be more delightful than stopping at one of the old inns noted for comfort and cleanliness, and where hospitality is dispensed for a most moderate outlay of money. The finest rural districts are, of course, not near railroad centers. A bicycle trip in England should not cost over \$2.50 to \$3.00 a day if one wishes to practice economy.

The roads of England are very desirable for wheeling, and the opinion of Americans who have made tours a wheel is that even finer roadways are to be found in France. Considerable attention is also shown to the interests of wheelmen in France and other continental countries.

In most European countries very excellent maps of cycling roads and routes will be found at the cycling stores and stationers' shops in the cities and towns through which these routes extend. The official maps issued by the governments of France, Italy, Germany and Switzerland are accurate, clear and easily obtained at moderate cost.

"Good wheels can be rented in Paris for fifteen to twenty dollars a month," writes a tourist.

"Women's wheels, with drop frame, are not so easy to obtain as most French women ride diamond frames. The wheels average much heavier than ours. If a tourist is expert at patching punctures he had best take his tried and trusted wheel with him. The flinty, broken stone used in road repairs in many parts of France is severe on tires. Extra spokes and chain links should be taken. Bicycle repair-shops are found in every city and town."

**ENGLAND** is a free trade country and there is no trouble to be looked for from customs officials. Provided with a C. T. C. handbook the

tourist may avail himself of the very many privileges at hotels and repair shops which have been arranged for.

**FRANCE.**—The Paris exhibition is drawing the crowd this year and we give the regulations in detail made by the French authorities. The duty on cycles taken into France is \$48.25 on every 220 pounds (about 25 cents per pound dead weight). Free entry can be obtained by C. T. C. members bona fide on tour on presentation of the Ticket of Membership for the current year at any seaport or frontier custom house. These facilities have been extended to members visiting Algeria, Corsica and Tunis, as well as the principality of Monaco. Cycle tax, six francs. Members entering France are provided by the customs officials with a cycle permit for which a stamp duty of 0.60 is charged. This permit is available for three months, and exempts the cyclist during that period from payment of the cycle tax of six francs; the document must be carried on the person, and produced at any time on demand. At the expiration of the term of three months, should the member still remain in the country, the cycle tax must be paid to the local collector of taxes, who in return will supply a badge to be attached by the cyclist to the steering post of the machine. In the case of tandems, triples, etc., a badge is required for each seat; the first is to be fixed to the steering post, and the others to the diagonal tubes supporting each saddle after the first. Badges issued in the course of a year will be available till May 1st of the following year. (N. B.—This badge does not dispense with the name plate, which is still required.)

The following are the chief clauses of the edict issued by the French government and in force throughout France:

Article 2.—Every cyclist must have attached to his machine a bell or other sounding instrument announcing his approach at a distance of over fifty yards. Also, from nightfall, he must be provided with a lighted lamp.

Article 3.—Every cyclist must have attached to his machine a plate bearing the name and address of its owner.

Article 4.—Cyclists passing through towns or villages must ride slowly, especially so at crossings of roads. They may not ride in groups. They may not pass through processions or troops on the march. In case of any obstacle they have to alight and lead the machine by hand.

Article 5.—Cyclists should take to the right when meeting vehicles or horses, but to the left in overtaking them. In this case they have either to sound the bell or to moderate their speed. Cabmen and pedestrians are bound to give a space of a yard and a half to every passing cyclist, but cyclists have to stop when approaching a frightened horse.

Article 6.—Cyclists are not allowed to ride on pavements or other ways solely allotted to pedestrians, but they are permitted to conduct their machines thereon by hand. Outside the populated neighborhoods, however, they may ride on the pavements when the roads are unrideable; but they must ride slowly when passing pedestrians.

Article 7.—Municipal authorities can forbid cyclists to ride through their districts. In this case a sign post will be erected giving this information at the approach of every such district.

(N. B.—The C. T. C. supplies the name plate required by Article 3 at one shilling, and undertakes to get it engraved with the necessary name and address within two days for one shilling extra. Send orders for this to E. R. Shipton, Sec. C. T. C., 47 Victoria St., Westminster, London, S. W., England, and have it sent to the port where you are to arrive.

**PARIS HOTELS.**—The proprietors of all hotels under contract with the C. T. C. in Paris, have been communicated with and asked whether they will be prepared to receive members on the ordinary terms during the time of the International Exhibition, or if not, what their special terms will be.

Replies have been received from the owners of the following houses:

Hotel d' Oxford et de Cambridge (near the Tuilleries), 20 francs per day.

Hotel d' Calais (near the Place Vendome), 18 francs, 5 per cent. discount.

Hotel de la Concorde (near the Madeleine), 15 francs for three meals.

Hotel de Dijon (near the Madeleine), 15 per cent. discount.

Hotel de la Cite du Retiro (near the Champs-Elysees), 12 francs.

Hotel Raynaud (near the Avenue de l'Opera), rooms 7 to 25 francs.

Dependance de l'Hotel de la Grande Bretagne (between the Pantheon and the Luxembourg Gardens), 16 francs.

Pension de Famille (Hawke's) (near the Trocadero), 10 francs.

Further particulars as to the prices charged and discounts allowed at these houses, are given in the Foreign Handbook, 1900 edition (just issued), price 60 cents.

**GERMANY.**—Duty on bicycles, 24 marks per 100 kilos (about three cents per pound). Cycles used by tourists when entering Germany from foreign countries, whether by sea, by road, or by rail, are, according to the Customs Tariff Law, classified under the head of "traveling effects," and as such are exempt from duty, in so far as no doubt exists that the machine serves solely for the private and personal use of the tourist. The duty is, however, sometimes exacted on the Alsace-Lorraine frontier, and will then be returned only on condition that the cyclist leaves Germany by the same Custom House as that by which he entered.

#### "CYCLING IN EUROPE."

by F. A. Elwell, is an illustrated handbook of information for the use of touring cyclists, containing also hints for preparation, suggestions concerning baggage, expenses, routes, hotels, etc., and a list of famous cycling tours in England, Ireland, France, Switzerland, Germany and Holland, giving each day's stopping place, and notes of attractive features along the route.

This little book will tell you when to go, how to go, the rates of fare on different lines, hints for the voyage, what touring costs per day in different countries, what routes are most attractive and the best time of the year for visiting attractive points; how to prepare for the trip and what luggage will be found necessary and useful, how to carry money, and all the odds and ends of detail that are likely to vex a cycling tourist who lacks this information. This book will be sold to wheelmen who are not League members, for 40 cents, and to L. A. W. members (none others) for 20 cents. Send orders to the secretary.

#### L. A. W. Foreign Tour

To all L. A. W. Members:

Since the publication of the prospectus of the contemplated L. A. W. Foreign Tour in the April issue of the L. A. W. Bulletin I have received a large number of letters from all parts of the country. Of course, many of these were simply letters of inquiry, but a gratifying number have already engaged to be members of the party.

I feel assured that the L. A. W. Foreign Tour will start Sept. 8 with a representative party of wheelmen.

As a loyal member of the L. A. W. I have a particular desire to make this Tour a success. I shall be pleased to promptly answer any reasonable question, but remember, as I stated before, it is for my interest to carry the thing through safely and properly, and I have had eleven years' experience in conducting European touring parties.

I must ask to be notified of your intention of going at the earliest possible moment. The extraordinary conditions prevailing in the ocean transportation business, due largely, of course, to the exposition, and aggravated by the South African war, make the holding of berths, except for a limited time, very uncertain.

When this party actually begins riding over the smooth national highways of France—about the middle of September—I believe to be the most enjoyable season of the year to view that wonderful country and to do the Paris Exposition—the latter then in full bloom. At the present writing, no doubt the exposition is unfinished but by September all the signs of haste and piles of debris will be gone. There will be nothing to mar the magnificent buildings and beautiful grounds—complete to the slightest detail. Depend upon it the Frenchman will neglect nothing that can be beautiful.

The cost of this Tour will be \$20. Send for

circular and particulars to

F. A. ELWELL,  
The Columbia, Portland, Maine.

#### L. A. W. Touring Department

To expedite the giving of information concerning routes, the seven members of the National Touring Committee have each been assigned a certain territory, and it is urged that, as far as possible, the seeker for pointers as to short routes communicate directly with the member having charge of the section of the country in which such route or routes are located. Through-route information, and suggestion as to European tours, will be furnished by the chairman. The personnel of the committee, with the territory assigned to each, follows:

George M. Schell, chairman, 639 Bourse Bldg., Philadelphia, Pa.—Pennsylvania, Delaware and Southern New Jersey.

Alonzo D. Peck, 221 Columbus avenue, Boston, Mass.—New England States (except western Connecticut) and Upper Canada.

W. S. Bull, Vanderbilt Bldg., New York City—New York State, Western Connecticut and Northern New Jersey.

L. W. Ryland, 702 Main street, Richmond, Va.—Maryland, Virginia and West Virginia.

W. C. Munro, 2143 Grand street, W. H., Cincinnati, Ohio.—Ohio, Kentucky and Tennessee.

A. D. Black, 147 Forty-Sixth Place, Chicago, Ill.—Michigan, Indiana and Illinois.

C. H. Vanderhoof, 304 Phoenix Bldg., Minneapolis, Minn.—Wisconsin, Minnesota, Iowa.

Information concerning routes in sections of the country not included in the above apportionment will be supplied by the chairman.

Requests for routes MUST be accompanied by stamped self-addressed envelope or stamp (preferably the former).

It must not be forgotten that the routes furnished by the touring committee are often made up from road books, maps, etc., that have not been kept up to date. It is therefore urged that tourists who travel over these routes promptly report changes that will make the same trips more pleasant for those who follow them.

League members inquiring for routes should in all instances append their League number as an evidence of good faith.

With a desire to simplify the giving of information concerning long-distance wheeling tours embracing several states, it is the intention of the Chairman to prepare a series of through routes between the important cities of the country. These are to be selected with a view of sending the applicant over the best roads within the knowledge of the Committee, and are subject to change from time to time, as road improvements warrant.

These routes are to be set up in type and kept standing, and an applicant for any one of them will receive a printed slip giving the names of the principal towns on the route, the distances between points, grade and condition of roads, and other information of assistance to the tourist in finding his way from place to place along his route.

The task is a tedious one, but the Chairman hopes in a few weeks to be able to promptly furnish to inquirers printed routes from New York, Philadelphia and Boston to all the principal cities of the country as far west as Chicago. These will be specially serviceable to those who contemplate touring from points in the East to the National Meet, which is to be held in Milwaukee July 10th to 15th.

Such through routes have already been prepared as follows:

1. New York to Chicago (via Albany, Buffalo, Cleveland.)

2. New York to Chicago (via Delaware Water Gap, Scranton, Elmira, Buffalo, through Canada and Michigan to Grand Haven; thence across the Lake by steamer to Chicago or Milwaukee.)

3. Boston to Albany (to connect with Route No. 1), with a branch trip through the Berkshire Hills to the Hudson River (connecting with Route No. 1) at Hudson, N. Y.

4. Boston to New York (via Springfield), with a branch trip through Berkshire Hills.

5. Boston to New York (via Providence, New London and Long Island).

6. New York to Washington (via Philadelphia and Baltimore).

7. Boston to Portland, Me.

In making up these routes, especially those traversing New York State, advantage has been



taken, wherever possible, of the Cycle paths which have been built since the latest extant road and tour books were issued. It must not be forgotten, however, that the use of these side-paths by riders who have not contributed toward their maintenance (by purchasing, for 50 cents, a side-path tag) is prohibited by law. These tags may usually be obtained from the Secretary-Treasurers of the various divisions.

League members contemplating touring abroad during the coming summer should not forget that the L. A. W. in October last effected an agreement with the Cyclists' Touring Club of England whereby members of either organization touring in the other's country are accorded all the privileges of home members in the matters of waived customs fees on wheels, reduced hotel, restaurant and repair rates, assistance of local consuls, etc., besides the privilege of purchasing each other's road books, maps, etc., at regular rates. In this connection it may be stated that the C. T. C. has a splendid hotel, consul and repair shop system not alone in its own immediate territory, but in Continental countries as well; besides, all its printed matter is in the English language—no small consideration to the average American Tourist. To procure these benefits it is necessary that L. A. W. members supply themselves with C. T. C. tickets before leaving this country. They may be secured from Secretary Bassett, 560 Atlantic Avenue, Boston, Mass., whose countersignature is necessary to render them effective.

An L. A. W. Europ. tour, under the management of F. A. Elwell, "The Columbia," Portland, Maine, leaves New York City, September 8th. The list of those desiring to accompany the party must be made up by July 1. The itinerary includes France, Switzerland and Holland, and the route selected covers the most interesting portions of those countries, not to mention a five-days' stop in Paris to allow the tourists to inspect the famous Exposition.

Detailed information concerning the trip may be had from Mr. Elwell.

To Chief Consuls and Secretary-Treasurers:

About one month ago there was sent to every Division Secretary-Treasurer a request for the latest extant road books, maps, local consuls, and hotel lists, for use in connection with the work of the Touring Department. The majority of the Divisions have responded. Those who have failed to furnish these data are requested to do so at once, as they are absolutely necessary in carrying on the work of the department.

To L. A. W. Members:

It is the desire of the National Touring Committee that improvements in routes furnished members should be reported at once, in order that those contemplating similar trips may have the benefit of their experience.

GEORGE M. SCHELL,

Chairman National Touring Committee,  
630 Bourse Building, Philadelphia, Pa.

#### L. A. W. Canadian Tourists

The following circular, issued by the Canadian government, will interest our members who may want to cross the Canadian border. No. 522 B.

#### MEMORANDUM

Customs Department,  
Ottawa, Can., April 16, 1898.  
Port of.....

Re Tourists' Bicycles Brought into Canada by Members of the League of American Wheelmen.

Tourists, bona fide members of the League of American Wheelmen, who come into Canada with their bicycles (not new), may be entitled to delivery thereof without making the deposit referred to in Memo. No. 512 B, if they will produce and leave with the Collector or other Officer of Customs at the place and time of entrance, the certificate or ticket of membership for the present year, in said League, and shall fill up and sign, in triplicate, a Collector's Permission (Form C 6) on the face of which shall be written a full description of the bicycle, stating the maker's name; the name or style, and number of the bicycle, and whether it is a man's, woman's or boy's; the retail value of the bicycle, the full name and address of tourist, with the number of the certificate or ticket of

membership; the date within which, and the Port where the bicycle will be re-exported.

One copy of the Collector's Permission shall be given to the tourist, so that in case the bicycle is exported at a Port other than the Port of Entry, such copy shall be delivered up to the Collector or other officer of customs at the port of exit, who shall endorse thereon a certificate that such bicycle has been delivered to him to be re-manifested out of Canada, or that the same has been actually exported therefrom, and then forward said permission and certificate to the collector of customs at the port where the same was issued.

In case said bicycle is exported within the specified time and the evidence thereof is furnished in manner aforesaid, to the collector of customs at the port of entrance, he shall transmit to the tourist's address, by mail, the certificate or ticket of membership, so lodged with him; but in case such bicycle is not exported within the specified time or the evidence of such exportation is not furnished to the collector of customs at the port of entrance within fifteen days thereafter, the Collector shall, forward, without delay, to this department, one copy of the Collector's Permission (Form C 6), together with the certificate or ticket of membership of the tourist, lodged with him.

Wheels may be sent through by express, in bond, provided they be entered by the tourist at Canadian customs.

(Signed)

F. E. KILVERT,

Acting Commissioner of Customs.

Temporary tickets, postal cards or receipts will not be accepted under this arrangement. The tourist must have a League ticket. Tourists must be sure to take up League ticket on leaving Canada, else the L. A. W. will be held for the duty. Don't take the word of conductor or porter that "all will be right." Get the ticket or else send to the Secretary L. A. W., affidavit sworn to before a notary public, giving description of wheel and stating that it has been brought to the United States.

We reserve the right to require a guarantee to hold us harmless from loss on account of negligence, or violation of rules. Tourists may have a complimentary membership in the Canadian Wheelmen's Association by applying to Secretary Bassett for a ticket. This will give hotel and consul privileges in the Dominion.

#### Connecticut Division

To the Members of the Connecticut Division L. A. W.:

This is to take advantage of our new publication, which we believe will be of a great deal of value to us all and promote the interests of the organization. Also to remind you

First—That the riding season is now here, and the time when our members can help the cause and get new members.

Second—We are able to secure for our use in verifying the distances on existing guide boards Vender cycloimeters, which will be supplied at a very low price. Correspondence in regard to these or to existing errors in guide boards or locations where more guide boards are needed or where they are improperly placed should be addressed to Mr. E. H. Wilkins, Portland, Conn.

Third—We are trying to get a good hotel and several reliable repair shops in all the prominent places of the state. The success of this undertaking lies largely in the co-operation of our members and we shall be glad to have you express your views on this subject to Mr. L. P. Case, Winsted, Conn.

Fourth—Our Touring Committee wants road information up to date, and best tours between the principal points of the state and report blanks will be supplied to those who are willing to help us in this matter and we gladly welcome all the road information you can give. Address, Mr. V. Munger, Ansonia, Conn., with all information on this subject.

Fifth—For the purpose of preparing for coming legislation we must have all the information we can get on the subject of present road conditions and where cycle paths are needed. Let us hear from each and every one of you in regard to this matter so that when our legislature meets next winter we can be prepared to push a bill through which will be acceptable to all and very advantageous to us.

We are working hard this year to make our organization a success and believe good results will be accomplished if all our members help us.

Among the other objects which we are striving for are the placing of caution signs at dangerous points in the roads, putting up new guide boards where needed, also supplying drinking cups at accessible points and, in the fall, the election of constables who are wheelmen and who will preserve the law in districts of the state where ordinary legal officers cannot be quickly secured.

After this will come preparation for legislative work so you see we shall do all we can for you if you will help us. Now that we have a new Bulletin we must get into close connection with each other and will try to supplement our Bulletin letters by frequent press reports throughout the state.

Fraternally yours,

F. W. STARR,

Chief Consul Connecticut Division L. A. W.

#### Connecticut

##### ADDITIONS TO LOCAL CONSUL LIST

Alington, Frank Church; Brookfield Center, Herbert Laker; Clinton, Leverett Morgan; Danbury, N. T. Bulkeley, 28 Main street, Derby, A. M. Brener; East Granby, Harlow T. Drew; Ivoryton, N. G. Clark; Litchfield, Rudolph Karl; Merrow, Chas. F. Lycoming; Moodus, Geo. W. Hall; New Canaan, Edw. E. Crane; Noank, Harrie H. Park; No. Granby, T. M. Shaw; Plainville, E. G. Bassett; Packardville, Daniel Lathbridge; Plantsville, H. A. Barnes; So. Coventry, Benjamin Baldwin; S. Manchester, J. B. Hubbard; Southport, Walter C. Jordan; Spring Beach, Thomas Cummings; Sharon, C. W. Bassett, M. D.; Wallingford, Edward Tolle, Walter Lovelace, 12 Church street, A. L. Pierce and Windsor, J. A. Orsmond.

Removed—Berlin, T. E. Fowler.

#### Colorado Division

At a special meeting held on Tuesday, May 15th, by the state board of officers it was decided to enter as prizes to those sending in applications for membership the following articles:

For 20 applications your choice of the following high grade wheels: Tribune Blue Streak, Barnes White Flyer, Crescent chainless, Raucy-cle.

For 25 applications, a \$5 wheel from the agents of any of the above wheels.

For 12 applications, pair of Palmer tires.

For 10 applications, pair of Morgan & Wright tires.

For 10 applications, \$10 Wizard A folding bellows camera.

For 5 applications, \$5 Vive camera.

For 5 applications, White Star acetylene lamp. Every new member will receive a lapel button and a road book of the state.

The above prizes are open to every person in the state and the competition will close December 31st, 1900. As soon as you have sent in the number of names necessary to secure the prize you are working for if you will notify the secretary you will receive an order for your prize.

For further information, application blanks, etc., apply to A. H. Searles, secretary-treasurer, 1728 Lawrence street, Denver, Colo. Send all applications to A. H. Searles, secretary-treasurer, so that you will receive credit for them.

THOMAS H. GIST,

Chief Consul.

#### Colorado Division

With this issue you will receive a Magazine that will be a credit to the League, of interest to its members, and will fill a "long felt want."

Since my last communication to you through the official Magazine the state board of officers have been working in the interests of the Division, and along the line of "Good Roads."

The Arapahoe County Good Roads Association has been organized upon an invitation from your chief consul, and is now in good working order. We have already been promised a boulevard from South Broadway to Colorado Springs by the county commissioners of this county, with the co-operation of Douglas and El Paso counties. The work will be commenced next month, and will probably be finished this summer.

We need the co-operation of all the wheelmen in the state, as the larger the membership the more influence we have. We realize that it is work to recruit members and for that reason we offer a list of prizes that should make it an

object to anyone to spare a little time to the work.

The executive officers are working hard to increase the membership and we need your assistance.

Send to the secretary for some application blanks; get your friends to join, and try and win one of the prizes. It will afford us more pleasure to give it to you than you will receive in getting it. Yours fraternally,

THOMAS H. GIST,

Chief Consul.

#### Maryland Highways

The Maryland Geological Survey has put at my command a limited number of the reports of that survey on the highways of Maryland. This report contains a great deal of very valuable information and is full of most important statistics. During the coming month copies thereof will be sent to all members of National Committees and Chief Consuls. I would appreciate it very much if the Chief Consuls will see that the chairmen of the Division Committees on Highways would get this book. I am sure they will find in it a great deal that will help them in their road work. Fraternally yours,

CONWAY W. SAMS,

President L. A. W.

#### New York State Meet

Following is the program of the L. A. W. state meet and side-path carnival to be held here June 15-16, under the auspices of the Kanawoola Cycle Club:

June 15—7:30 p. m.—Assembly chamber, City Hall. Address of welcome by Mayor Frank H. Flood. Response by some prominent L. A. W. officials. Business meeting, L. A. W.

2:00 p. m.—Kanawoola Club House. Greeting by President Charles H. Knapp. Smoker and entertainment.

June 16—9:00 a. m.—Run to Clark's Glen, Arlington and Wellsburg. Returning call at Cold Brook Camp.

2 p. m.—Run to Eldridge Park, by Water and Main streets, Park place and College avenue. Speaking by prominent state and League officials.

8 p. m.—Assembly Chamber, City Hall. Illustrated lecture by Mr. H. B. Fullerton, chairman of the National Highway Committee, "The Wheelmen's Paradise."

June 17—9 a. m.—Run to Horseheads House, wheels and trolley to Watkins'. Choice of visit to Watkins' Glen or steamer ride on Seneca.

All runs to start from the Kanawoola Club House.

#### A New Pennsylvania Road Book

A portion of the maps in our last road book are clear and accurate, others are complicated and unsatisfactory. The poorest of these are those covering the eastern end of the state. The entire state is to be covered by new maps. Many of them are already finished, and are being "plated." The books will be the best ever issued by the Division. A copy will be sent to each member, old and new, living in the territory which the book covers and to any other member in the state desiring them.

The first edition of the book will cover about two-thirds of the state. As fast as we are able to prepare new maps, new editions containing the additional maps will be issued and sent to those living in the territory covered by those maps. The edition of the book referred to, will be in hand in about two weeks. The plates are prepared by one of the most expensive processes used in map printing, and will be far superior to any road literature ever issued by the Pennsylvania Division.

#### OUR ROAD BILL

Our Road Bill, providing for an improved system of road building and maintenance throughout the state, is to be presented early in the coming session of the legislature. A great deal of preliminary work has already been done by Mr. Worrell, Chairman of our Highway Improvement Committee, and it is believed that this year we will be successful in having a proper Road Bill placed upon the statutes of the state. To accomplish this end will require work not only upon the part of the Highway Committee and the officials of the Division, but also by the members. We must



## APPLICATION FOR MEMBERSHIP IN THE L. A. W.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue, Boston:

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy five cents for one year's dues, and the remaining twenty five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. Magazine, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town.....State.....

Cycle Club.....Write references on margin below.

have the active co-operation of every member. The work requires money as well as effort. Do your part by renewing promptly when your membership expires, and if possible, send one new member. Do not forget that this bill is YOUR bill, and do your part by renewing promptly, and individually take such action as shall be requested by the Committee hereafter.

## AN OUNCE OF PREVENTION

Thieves very seldom steal a bicycle when they know that a special reward is offered for the conviction of the person stealing it. The Pennsylvania Division offers a reward of Twenty-five Dollars for the arrest and conviction of any person stealing a wheel belonging to any of its members. A neat aluminum plate which can be readily attached to the frame of the machine states this fact. Quite a number of thieves have been apprehended as a result of the reward offered, but a wheel bearing this plate has never been stolen. One of them will be mailed for twelve cents (12c) in stamps.

P. S. COLLINS,

Secretary-Treasurer Pennsylvania Division.

## Virginia Division

Since we gave up racing control there has been a very decided increase of interest in League work shown. Old members are coming back, renewals are coming in more promptly, and inquiries about League work are much more numerous than before. Recently I have written a personal letter to every one who had allowed his membership to expire within the last year. I

would like to write each of you every week, but the division cannot pay the postage bill that would necessitate. I will, however, have a letter or notices in our department of the Cycling Gazette each week, and in the L. A. W. Magazine each month. Don't hesitate to write me about anything that concerns the division. Send me the name of the hotel in your town that you consider desirable to receive the League appointment. I am revising Virginia's list, and want one in every town where there is one that can furnish good food, cleanliness, quiet, good attendance and comfortable rooms and beds. Think again of these offers of the Virginia division:

1. A Columbia chainless bicycle, 1900 or 1901 model, for 75 applications.
2. \$25 for 40 applications.
3. \$15 for 25 applications.
4. \$7.50 for 15 applications.
5. 40 cents for 1 application.

J. ROY COLLINS,  
Secretary-Treasurer.

## Applications and Renewals

Received in May, 1900

	Apl. Ren.		Apl. Ren.
Alabama.....	1	New Hampshire.....	24
Arizona.....	3	New Jersey.....	167
Colorado.....	1	New York.....	59
Connecticut.....	14	No. California.....	2
Delaware.....	8	No. Carolina.....	5
Dist. of Col.....	3	No. Dakota.....	1
Florida.....	1	Ohio.....	127

## RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue Boston:

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number.....Date of Expiration.....

Name.....

Street and No. or P. O. Box.....

City.....State.....

City and Division in which my home is and to which I should be attached

Magazine will be stopped at date of expiration. You have 30 days in which to renew.

TO THOROUGHLY  
ENJOY YOUR TRIP  
TO THE

L. A. W.  
MEET  
July 10th to 15th,

Be sure that your  
ticket reads

C. M. &amp; St. P. RY.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY.

Finest Road Bed,  
Most Luxurious Cars

and our  
own

Dining Car Service.

When making up parties of five  
or more, write for special information  
and address

Chicago, Milwaukee &amp; St. Paul R'y,

95 Adams Street,  
CHICAGO.

Georgia.....	2	Pennsylvania.....	47	840
Illinois.....	67	Rhode Island.....	19	110
Indiana.....	3	S. California.....	2	16
Iowa.....	15	Tennessee.....	6	6
Kansas.....	14	Texas.....	1	1
Kentucky.....	1	Utah.....	1	1
Louisiana.....	1	Vermont.....	1	1
Maine.....	45	Virginia.....	1	1
Maryland.....	63	Washington.....	1	1
Massachusetts.....	57	West Virginia.....	1	1
Michigan.....	37	Wisconsin.....	8	88
Minnesota.....	23	Foreign.....	4	4
Missouri.....	4			
Montana.....	2	Total.....	382	3434
Nebraska.....	2			

Total Membership  
May 25, 1900

Alabama.....	12	New Jersey.....	1,483
Arizona.....	5	New York.....	6,869
Arkansas.....	1	No. California.....	5
Colorado.....	161	No. Carolina.....	10
Connecticut.....	842	No. Dakota.....	5
Delaware.....	80	Ohio.....	1,471
Dist. of Col.....	221	Oklahoma.....	5
Florida.....	27	Oregon.....	27
Georgia.....	31	Pennsylvania.....	7,851
Illinois.....	488	Rhode Island.....	223
Indiana.....	231	So. California.....	217
Iowa.....	272	So. Carolina.....	7
Kansas.....	72	So. Dakota.....	6
Kentucky.....	287	Tennessee.....	26
Louisiana.....	8	Texas.....	46
Maine.....	282	Utah.....	10
Maryland.....	744	Vermont.....	50
Massachusetts.....	6,067	Virginia.....	72
Michigan.....	1,230	Washington.....	40
Minnesota.....	330	West Virginia.....	52
Mississippi.....	2	Wisconsin.....	505
Missouri.....	237	Wyoming.....	4
Montana.....	12	Foreign.....	54
Nebraska.....	76	Miscellaneous.....	9
Nevada.....	6		
New Hampshire.....	388	Total.....	32,419

## Shop Talk

The Kelly Handle Bar Company, Cleveland, Ohio, ever alive to the interests of riders, presents in its advertisement elsewhere in this issue, an illustration of its new adjustable forward extension bar, which, like the Kelly of other patterns, seems destined to work its way into the front rank of usefulness and standing. To the riders who desire forward extension bars the new Kelly will appeal with force, owing to its mechanical perfection and its neatness.

As noted in this month's review, the demand for cushion frame wheels is now exceeding all previous calls, and bids fair to make this style of mount one of the most decidedly popular on the market. There is infinite comfort in a cushion frame. All roads are good roads to its users, which is one reason why the Hygienic Wheel Company, St. Paul Building, New York City, is meeting with such success. Cushion frames are part of the Pierce, Frontenac, Yale, Outing, Stearns, Barnes, Olive, Reading Standard and Iver Johnson equipment.

Those who have suffered from broken finger nails and pinched fingers when removing the front wheel of their bicycles will appreciate the Expansion Jack manufactured by the A. J. Kapp Sons' Ivory Co., of 113 East 14th street, New York. This jack is placed between the forks and the wheel practically drops out without any trouble, straining the forks or injuring the thread of the axle. It is a practical tool and is well worth the nominal price asked, 27 cents.

Mechanically perfect is the Fredrick adjustable handle bar, manufactured by the Fredrick Manufacturing Company, 150 Nassau street, New York City. It has been tried and not found wanting. It comes in sizes from 15 to 22 inches between the grips at widest adjustment, with 7-8, 13-16 and 3-4 inch stems. It is sold by dealers everywhere. These are a few reasons why you should buy one: it is easily adjusted to all positions, it is the only bar which cannot fall down, it is impossible for any ac-



cident to occur, it is fitted with invisible internal expander, it is a combination of beauty and strength, and it is mechanically correct and is sold at a popular price.

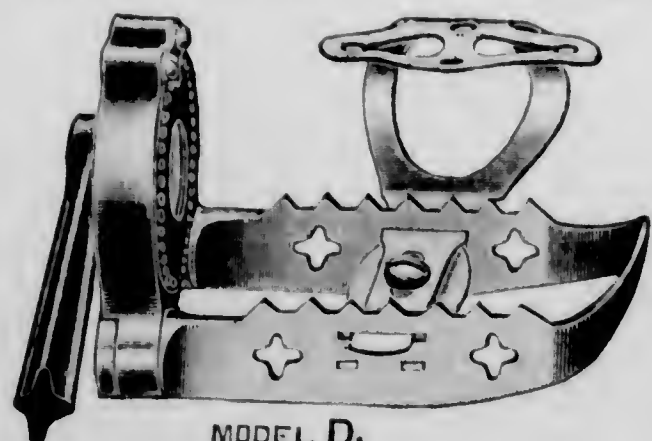
No rider will continue to use an oil lamp after he has found an acetylene gas lamp that gives perfect satisfaction. If he has the misfortune to use a lamp that disappoints, he is more than likely to say his oil lamp is best. And so it is in many cases, but not so when one uses the Solar, made by the Badger Brass Manufacturing Company, Kenosha, Wis. The Solar is absolutely reliable. It doesn't sputter or bubble and blow out. It doesn't act disgracefully on the road, or elsewhere, for that matter. It is made to give service, and it gives service. The steady, bright light it affords lights one's pathway at night, and lightens one's worries. Get one and use it.

Every tourist wants a luggage carrier, one that will fulfill its purpose in a satisfactory manner, and not make its user sorry he has it. Carriers that give good service are manufactured by C. H. Lamson, Portland, Me., and in evidence of their worth he it said that Lamson carriers are more in demand than is any other style. There are ten different styles, giving riders a wide choice. All dealers and jobbers handle them.

In prize medals, club pins, century badges, souvenirs, cups and other trophies, no American maker has a greater variety to offer, or better price to quote, than that veteran maker John Harriott, 2 Winter st., Boston, who made badges when Abbot Bassett was a mere stripling, and we all know that Abbot isn't a stripling now. Mr. Harriott's assortment is large and fine, and if you desire anything in the line that he manufactures you cannot do better than to write to him for designs and prices.

L. A. W. members seeking a clean, quick and permanent repair kit, would do well to take advantage of the special offer made by the G. W. Cole Company, of 141 Broadway, New York. This firm offers to send a sample of its Van repair kit for 25 cents. The Van kit consists of a cup-shaped rubber plug, which is flattened against the inner wall of the tire by a metal disc, and makes a rapid and permanent repair without cement.

Along with the cushion frame comes the swinging pedal as a work reducer and comfort provider. The Ramsay Swinging Pedal, manufactured by P. & F. Corbin, New Britain, Conn., stands alone as the ideal swinging pedal, and gives its rider a degree of pleasure not afforded by any other cycle accessory. With the Ram-



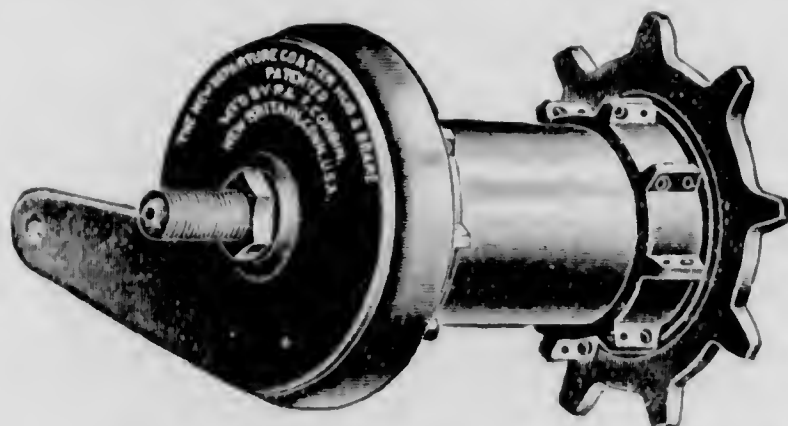
MODEL D.

say the rider has less work, more play and ease in hill climbing. If you are not acquainted with the merits of this pedal you are losing by not becoming acquainted.

The Safety Oiler, made by the Safety Oiler Co., of 65 Nassau street, New York, has a telescopic spout which can be drawn out to reach any part of the wheel or closed so that the oiler can be carried in the vest pocket without fear of leakage. The oiler has been on the market several years and many thousands are in use. It sells for 15 cents. The firm has recently introduced a novelty in the form of the Safety Oiler Top. This simple article, a sample of which will be sent to L. A. W. Magazine readers for seven cents, fits any oiler and enables those owning oil cans to convert them into Safety Oilers by simply screwing on in place of the regular top. With this top the spout can be drawn out over two inches and it is absolutely non-leakable.

One of the first bicycle gas lamps introduced was the Electro, manufactured by the Electro Lamp Co., 45 Broadway, New York. It has been on the market over four years and the 1900 model is one of the most popular lamps of the year. No change has been made for mere sake of change; wherever improvement has been possible the Electro has been improved without stint of effort or expense. Instead of the usual tip the firm uses a burner of the finest German lava, which gives a flat flame as bright and as uniform as the gas jet of household use. This burner does not clog, and is used exclusively in America by this company. The Electro lamp only weighs 16 ounces; the flow of water is direct; there are no pipes to clog or complicated devices to confound the user. To those using or interested in gas lamps, the firm will send an instructive pamphlet.

In coaster-brakes, which are just now the rage, thanks to their usefulness, the New Departure improved, embracing every desirable feature, is a leader. This hub brake is automatic in its work, and positive in its action. It



cannot fail to be of service to its user in times when it is needed. It cuts the labor in two, and doubles the pleasure of wheeling. It affords the rider a safe seat in any emergency, and is frictionless in coasting. P. & F. Corbin, New Britain, Conn., are the manufacturers.

#### Bicycle Wisdom

The novice in the art of cycling has no difficulty in getting into close touch with the world.—Nauveo Rustler.

It isn't likely that Kipling referred to a bicycle lamp when he spoke of "the light that failed."—Philadelphia Bulletin.

The owner of a nice, newly bought bicycle is like a fellow with a bad tooth; he won't be happy until he gets it out.

One never realizes the convenience of a cycle more than when sitting behind an ancient cab horse, with only three minutes to catch a train, while a merry cyclist swiftly flashes past.

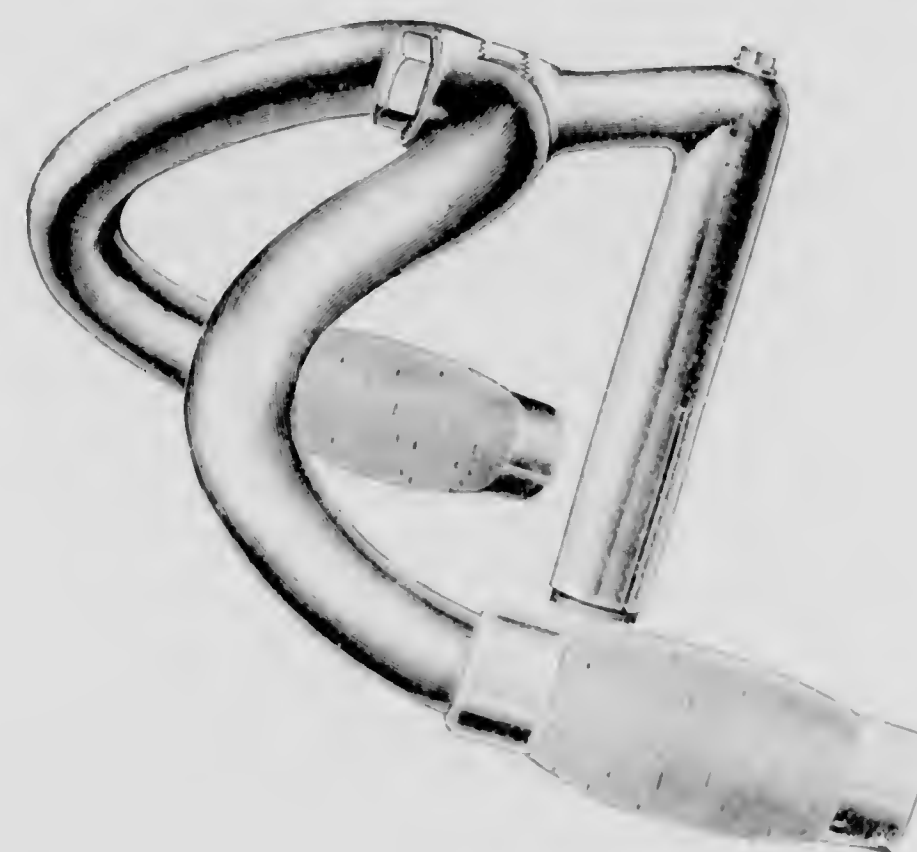
Hope never deserts the enthusiastic cyclist. When he is young, he hopes to develop into a world's champion. When he gets older he hopes to win a club championship off the limit mark.

Don't attempt to try your speed with a horseman in the park. The animal may be faster, and have greater endurance powers than yourself, and besides, the driver may happen to know the park guard who holds you up.

Don't pull up suddenly without giving those back of you some little warning, especially in a crowded thoroughfare. It is an easy matter to raise your hand or give some other sign that you intend slowing up. You may be riding behind someone yourself sometime, and will appreciate the signal.

THE STANDARD BAR OF THE WORLD

= KELLY =  
FORWARD EXTENSION



THE NEATEST,  
THE BEST.

NO CASTINGS,  
NO STAMPINGS.

ALL PARTS FORGED.

"'TIS NO EXPERIMENT"

THE KELLY HANDLE BAR CO.

CLEVELAND, OHIO, U. S. A.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

## There's No Place Like Home

When you are ten miles from it, with a misfit Saddle rasping your anatomy and a feeling that the alleged "pleasures of cycling" are a rank imitation.

## It's No Such Thing.

There's plenty of good, clean, healthful enjoyment in wheeling, but the first requisite is a properly made Saddle, and that means a good many things.

## Comfort Comes First,

then beauty, durability, elegance of design and finish. The truly artistic Saddle displays itself in any company.

The Saddles We Make are of Just That Sort.

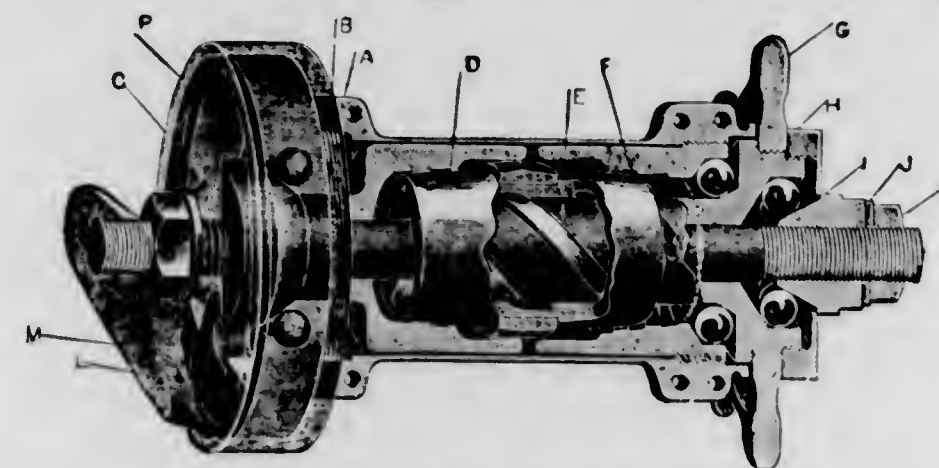
Send for catalogs of Saddles  
and Tool-bags.

We are paying especial attention to the leather in our Tool-bags this year, and are making them in every desirable shape. The workmanship and prices are always correct.

**American Saddle Company,**  
Elyria, Ohio, U. S. A.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

## THE New Departure COASTER BRAKE...



PRICE, \$7.50

*It halves the labor and doubles the pleasures of cycling and affords the rider a safe seat in any emergency. Absolutely no friction while coasting.*

### AUTOMATIC IN USE.

The motions required in the use of this device are the ones the rider would instinctively make and the easiest possible. To coast, he simply stops pedaling without changing his position; to check the speed, a slight pressure upon the rear pedal is necessary.

**Mechanically Perfect. Strongest Coaster Brake Made.**

Ask your dealer or manufacturer for the NEW DEPARTURE.

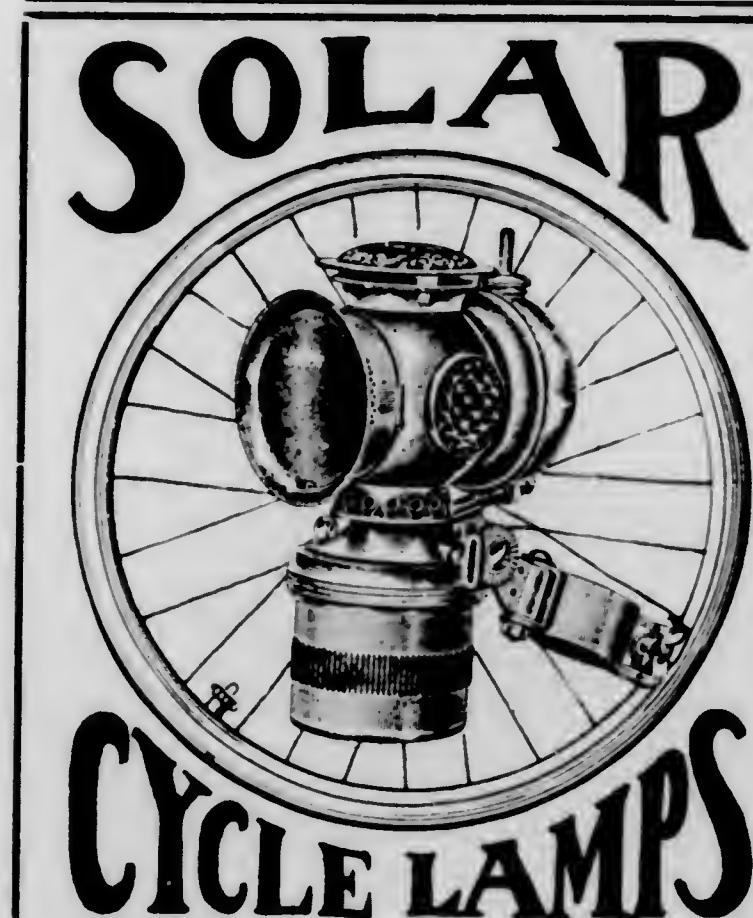
... Manufactured Exclusively By...

**P. & F. CORBIN, NEW BRITAIN, CONN.**

P. & F. CORBIN OF NEW YORK.

PHILADELPHIA.

CHICAGO.



Are the standard Acetylene Gas Cycle Lamps. Their great success is due to the patented system of gas generation which secures a steady bright white light. Your dealer sells them for \$3.00, or we will send them to you express prepaid for this price.

Our booklet "Solar System" sent free.

**Badger Brass Mfg. Co., Kenosha, Wis.**

## "Meet Me at the St. Charles"

This sentence will be on the lips of all L. A. W. Members who will attend the Meet.

## The St. Charles

IS THE OFFICIAL  
HOTEL

and will be headquarters of  
the L. A. W. Staff.

In order to secure accommodations at the right price, correspond at once.

## The St. Charles,

J. Matchette, Prop.

**Milwaukee, Wis.**

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



## SOLE LICENSEES UNDER THE TILLINGHAST PATENTS

Having acquired the Tillinghast Patents, heretofore held by Theodore A. Dodge, the Single Tube Automobile and Bicycle Tire Co. gives notice that the following companies alone are licensed to manufacture and sell Single Tube Tires under said Letters Patent:

HARTFORD RUBBER WORKS CO.	INDIA RUBBER CO.	MECHANICAL FABRIC CO.
DIAMOND RUBBER CO.	EMPIRE RUBBER MFG. CO.	FISK RUBBER CO.
NEW BRUNSWICK TIRE CO.	NATIONAL INDIA RUBBER CO.	HODGMAN RUBBER CO.
GOODYEAR TIRE AND RUBBER CO.	B. F. GOODRICH CO.	INTERNATIONAL AUTOMO- BILE AND VEHICLE TIRE CO.
PENNSYLVANIA RUBBER CO.	KOKOMO RUBBER CO.	INDIANA RUBBER AND INSULATED WIRE CO.
	BOSTON WOVEN HOSE AND RUBBER CO.	

FOR CYCLES, VEHICLES AND AUTOMOBILES.

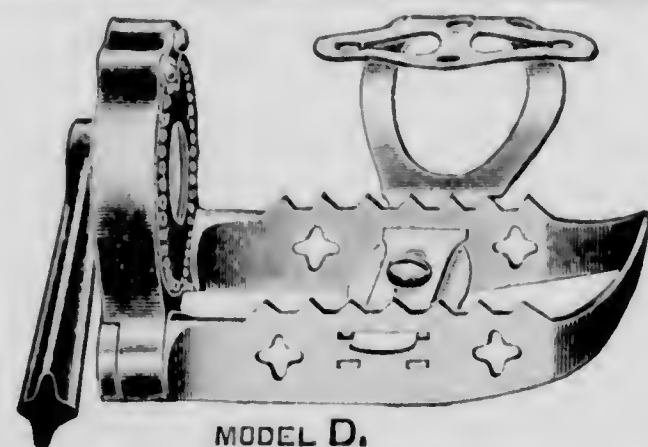
NEWTON RUBBER WORKS.	L. C. CHASE & CO.	REVERE RUBBER CO.
	PHILADELPHIA RUBBER CO.	

FOR CYCLE TIRES.

Inasmuch as the above list comprises all tire manufacturers of any standing, who are able to supply many times the actual demand for single tube tires and to give the public an ample choice of every style of single tube tire, notice is hereby given that any and all persons who make, sell or use any other single tube tires will be held liable and promptly prosecuted as infringers.

**SINGLE TUBE AUTOMOBILE AND BICYCLE TIRE CO**

THEODORE A. DODGE, PRES.



MODEL D.

You can get ALL THE PLEASURES from cycling when your wheel is fitted with

## Ramsay Swinging Pedals

LESS WORK—MORE PLAY—CLIMBING HILLS EASY.

Full ankle motion, bringing all the muscles into play. The one feature about cycling that makes riders enthusiastic: Not a rider who ever tried the Ramsay Swinging Pedal ever wanted to go back to the old style pedals at any price. Price, \$3.50 a pair. Ask your dealer for it and if he is progressive he either has it in stock or will get it for you. Send for catalog anyway.

**P. & F. CORBIN, Sole Manufacturers**


NEW BRITAIN, CONN.

P. & F. CORBIN OF NEW YORK.


PHILADELPHIA.

CHICAGO.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



Read what  
*Spaulding*  
the Athletic Authority  
says about  
**Wool Soap**



Washed with Wool Soap **A. G. Spaulding & Bros.** Washed with Common Soap  
New York - Chicago

New York, February 24th, 1900.

Messrs. SWIFT & COMPANY, Chicago, Ill.

Gentlemen: There has been more or less trouble from people who do not understand how to clean sweaters. They wash them in all kinds of ways, and they shrink up and make no end of trouble. Your Wool Soap is the very best thing to use in washing sweaters.

Yours very truly, (Signed) A. G. SPAULDING & BROS.


**A Safe Housekeeper.**  
IS OUR HAMMERLESS



SOLD BY:  
Hardware,  
Sporting Goods  
and General  
Stores.

Catalog P for the asking.  
Harrington & Richardson Arms Company  
WORCESTER, MASS.

**RINGS LOUDER AND LONGER.**



No. 1 Continuous Ringing Push Button Bell. Extra Top. Made of best bell metal. Guaranteed to have no superior in tone, finish or mechanism. Size, 2 1/4 in. Price 50c each, by mail, prepaid, if your dealer cannot supply you. Take no other.

The Buescher Manufacturing Co.  
E. K. HART, IND.

## Classify and Preserve Your Negatives.

Perfect Album holding 300 Films, any size up to 4x5 in., holding them flat. Substantially bound—board covers, half linen, post paid, 50c.

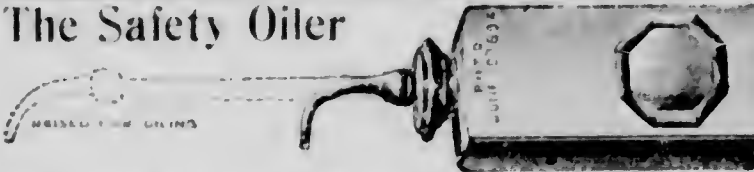
Also, Perfect Scrap Book. Sample edition, 12 full size pockets, post paid, 10 cents.

**PERFECT SCRAP BOOK CO.,**

No. 146 Nassau St.,

New York, N. Y.

## The Safety Oiler



Will reach any part of wheel. Cannot leak. Sample sent to L. A. W. members who send their numbers for 17 cents. Our Safety Top fits any oiler. Sample to L. A. W. members 7 cents.

**SAFETY OILER CO., 65 Nassau St., N. Y.**

**Electro Lamp \$2.50.** BRILLIANT, HOT  
HANDSOME, STRONG AND RELIABLE, CANNOT JAR OUT,  
BURNS LOW CARBIDE.

No better Lamp at any price.

**The Lamp of the Year.**

**ELECTRO LAMP COMPANY, 45 Broadway, New York.**

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## LOVELY LAMPS

May be slangy, but not when said of

## Solar Lamps

FOR CYCLES AND CARRIAGES

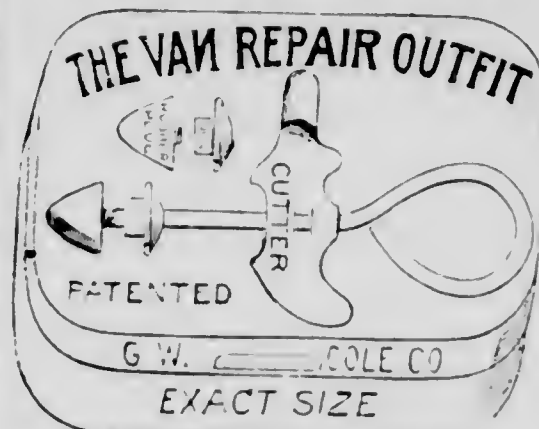


THEY are beauties, and better still, they satisfy. As they are the standard acetylene lamp of the world, all bicycle dealers carry them. Price, \$3.00, at your dealer's, or by express, prepaid from us. Their success is due to the system of water feed, whereby water is fed through a wick to the carbide. This device is patented, so it cannot be used by other lamp makers.

Send for booklet, "Solar System."  
It tells all about them.

**BADGER BRASS MFG. CO.,**  
KENOSHA, WIS.

THIS ADV. WILL NOT APPEAR AGAIN.



**The Van..**  
**Repair Kit**

**RUBBER PLUG IS CUP SHAPED**

and is easily forced through puncture, made round by the cutter. The outside cap is screwed down and the Rubber Plug flattens against Inner Wall of Tire, making a

**Clean, Quick and Permanent Repair Without Cement.**



To introduce this kit we will send three plugs and three discs for 25 cts.

**G. W. Cole Co.,**  
141 Broadway, New York.

## L. A. W. Meeting

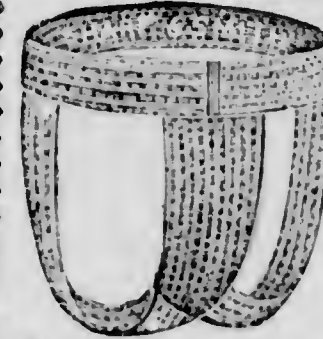
Milwaukee, Wis.,  
July 10-15, 1900.



**The Official Route**

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## FOR COMFORT



when riding a wheel or enjoying athletic exercise of any kind we would recommend for your consideration to wear a  
**BIKE JOCKEY STRAP SUSPENSORY.**

Such well-known athletes as Jeffries, Fitzsimmons, McCoy, Arthur Gardiner, Major Taylor and other cracks are all wearing them. Send for circular. Ask your dealer, or we will mail the Suspensory on receipt of \$1.00  
**SHARP & SMITH, 92 Wabash Ave., Chicago.**



## Bicycle Riders..

**MURINE** is a great favorite with cyclists, and, when used freely prevents smarting, burning and injury to the eye from strong wind.

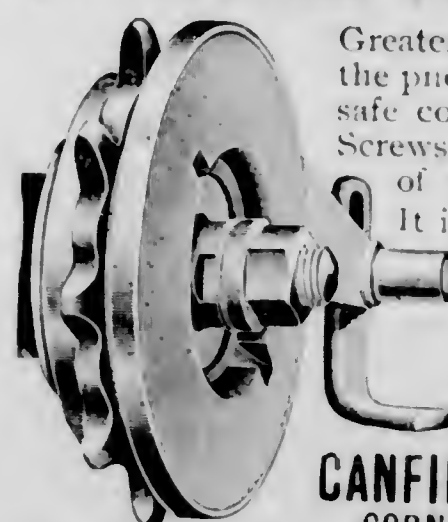
There are wheelmen who could not ride were it not for

**MURINE.**

Send for book for your eyes, free.

**MURINE CO.**  
CHICAGO.

## \$4---CANFIELD COASTER BRAKE

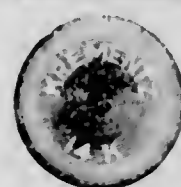


Greatest improvement since the pneumatic tire. Insures safe coasting. Saves labor. Screws on the hub in place of the regular sprocket.

It is the simplest, neatest, strongest and most efficient. Best inside; best outside. Fits any hub. Anyone can apply it.

Booklet free. Address

**CANFIELD BRAKE CO.,**  
CORNING, N. Y., U. S. A.



EVERY GENUINE

**KREMENTZ**

One-Piece Collar Button

Has the name "Krementz" stamped on the back, showing quality, whether solid or plate, as our plate outwears some solid buttons. Beware of imitations. You get a new one without charge in case a genuine Krementz button is damaged from any cause. Special styles for Ladies' Shirt Waists and Children's Dresses. Sold by all jewelers. The Story of a Collar Button free on request.

**KREMENTZ & CO.**  
38 Chestnut St., Newark, N. J.

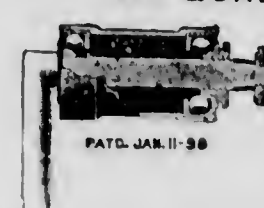
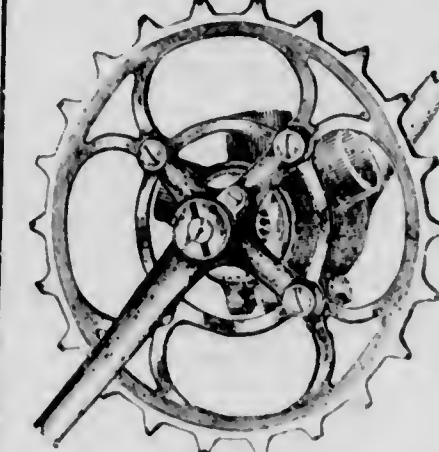


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## "D. & J." HANGERS

Absolutely the Best, Lightest and Nearest Dust Proof.

SINGLE, TANDEM, TRIPLET AND QUAD



**PARK CITY MFG. CO., Inc.**  
N. W. Cor. Jackson & Clinton Streets, CHICAGO.

## DON'T SEW ON BUTTONS



Bachelor's Buttons made with Improved Washburn Patent Fasteners slip on in a jiffy. Press a little lever - they hold like grim death, but don't injure the fabric. Instantly released when desired. By mail, 10c each. Illustrated catalog showing collar buttons and other useful novelties made with these fasteners free on request.



**American Ring Co., Box 43, Waterbury, Conn.**

## Prize Medals

Club Pins, Century Souvenirs, Cups, Etc. Send particulars for designs.  
**JOHN HARRIOTT,**  
3 Winter St., Boston, Mass.

## JAR ABSORBER. Initial Tension Expansion Spring Seat Post. Price, \$2.50 ea. Pat'd Nov. 7, '99

Guaranteed. Acts in unison with rapid vibration of wheel, as compression spring can't; is softer, quicker and more elastic. Adjusts to all weights. Fits any size frame. It is ball-bearing can not choke. Catalog of Sundries on request.  
**THE BUESCHER MFG. CO., Elkhart, Ind.**

## A Hard Job Made Easy

Kapp's Expansion Jack will easily remove and replace the wheel without straining forks or injuring thread on axle. If your dealer doesn't keep it, send 27 cents for one by mail.  
**THE A. J. KAPP SONS' IVORY CO., 113 E. 14th Street, New York City, N. Y.**



**Lamson's Luggage Carriers**  
THE STANDARD. Light, durable and noiseless. Will carry books or any shape of package clear of the front brake rod. They are staple and the best jobbers sell them. Ten different styles. Catalog. MANUFACTURED BY  
**C. H. Lamson, Portland, Me.**

## FIRM WITHOUT BINDING.

**No. 3 Toe Clip.** Made for all sizes Feet and Drop-Frame Wheels. Pat'd Sept. 14, '97. Price 35c. a pair. Highly finished. Holds foot firm. Easy to get in and out. Prevents lateral motion. Can not bind or affect circulation. Catalogue of high-class Bicycle Sundries upon request. Dealers often offer inferior goods on which they make excessive profits.  
**THE BUESCHER MFG. CO., Elkhart, Ind.**

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## Monarch Bicycles

ARE sold at the lowest prices possible, consistent with good material and skillful workmanship.

Machines at lower prices are not the equal of Monarchs.

From the Bevel Gear Chainless, price \$60.00, down to the King Roadster at \$25.00, each model, in its class, is unsurpassed.

A cheap bicycle is the poorest investment that can be made; it is not only hard running and unsatisfactory in every way, but repair bills make it a never ending expense. Why not buy a standard, well-known reputable bicycle at once and be satisfied.

Agencies Everywhere.

THE  
**Monarch Bicycle,**  
CHICAGO, ILL.

Eastern Branch, 20 Warren St., New York.

**CRESCENT**  
BEVEL-GEAR  
CHAINLESS  
BICYCLES

Perfect  
Hill Climbers.

No lost power in propelling the wheel—but steady, regular speed up any hill.

Bevel-Gear Chainless, \$40, \$60;  
Adults' Chain, \$25, \$26, \$30, \$35.  
Boys' and Girls', \$25.

STERLING BICYCLES,  
Bevel-Gear Chainless, 60, \$75;  
Chain Models, \$40, \$50.  
Catalogue Free.

THE CRESCENT BICYCLE,  
501 Wells St., Chicago. 36 Warren St., New York.

## WHEELMEN FIND THE NEW YORK CENTRAL

the most convenient line to travel on. Being the first railroad built in New York State, it runs through a region of good roads, wheelmen being able to go out from any one of its large cities such distance as they wish and ride back at 2 cts. per mile. They also find the 500 mile tickets convenient and a great saving in time.

The New York Central holds the wheel record, it having handled in its baggage room at Grand Central Station during the year 1899, 81,019 wheels, without loss or injury to a single wheel.

Our Illustrated Catalogue, a booklet of 40 pages, 4x8, gives synopsis of contents of each of twenty-seven books; this Catalogue sent free to any address on receipt of a postage stamp by George H. Daniels, General Passenger Agent, Grand Central Station, New York.

## Imperial Bicycles

made to endure years of usage. Possess every desirable feature that makes a perfect bicycle.

Prices, \$45.00, \$40.00, \$30.00, \$25.00

## The Spalding Bevel-Gear Chainless Bicycle

Their decreased weight, simplified construction and arrangement and adjustment of gears tell the story.

Price, \$75.00. Chain Wheels, \$50.00, \$40.00

HEADQUARTERS,

Blackhawk Street and 83 Chambers Street,  
Cherry Avenue, CHICAGO, - ILL. NEW YORK.

## Crawford Bicycles

for 1900 are equipped with more new features than any chain wheel made.

Adults, \$30, \$40. Juveniles, \$20, \$25

HEADQUARTERS,

Crawford Bicycle, 83 Chambers St.  
New York.



## STEARNS BICYCLES

That exquisite something called style has been religiously sought after in the entire construction of the Stearns Bicycle. The 19.0 models are the perfection of bicycle construction.

Bevel Gear Chainless, . . . . \$75  
Chain Models, . . . . \$40, \$50, \$60  
Tandems, . . . . \$75

BARNES BICYCLES.

Bevel Gear Chainless, . . . . \$75  
Chain Models, . . . . \$40, \$50, \$60  
Tandems, . . . . \$75

SYRACUSE BICYCLES.

\$40 - \$50

Stearns Bicycle, Syracuse, New York.



## Rambler BICYCLES



are like well groomed people. The gentled appearance bespeaks careful attention to the fitness of little details which go to make the perfect high grade wheel.

## Rambler BICYCLES PRICE \$40

CLIPPER BICYCLES,

Bevel-Gear Chainless, \$60, \$75

Chain Models, \$40, \$50

IDEAL BICYCLES,

\$25, \$26, \$30, \$31,  
\$35, \$36

The Rambler Store,

North Franklin Street and  
Institute Place, Chicago, Ill.  
5th Ave., and 50th St.,  
New York, N. Y.

## Here Is a Snap!

SPANNER HANDLE BAR COVERS, which sold for \$1.00, will be mailed to any RIDER for 25c. This cover is made of the finest soft leather and fits the handle bar perfectly. It prevents rust, gives a firm hold on the bar and prevents injury to the eyes from the sun shining on the nickel plating.

CYCLE NOVELTY CO., Cleveland, O.

180 St. Clair Street.



Agents Wanted for the most rapid, simple and convenient tool. Uses any plastic cement. Retail at 35 cents. Send 25 cents for sample.

H. Overbaugh,  
335 Broadway,  
New York.

## Climax Coaster Brake

The Climax Mfg. Co. 403 Washington Street,  
BOSTON, MASS.

Less Parts Than Any Other,  
Which means less trouble.

Because of less parts the cost is reduced and the riders get the benefit.

## TRIBUNE



EASY TO CLEAN.

It's a simple matter to care for a Tribune Bevel-Gear Chainless Bicycle. The weather has no effect on the gear—always clean and trim—ladies' skirts cannot catch in sprockets or chain.

Bevel-Gear Chainless, - \$75  
Roadster, \$40. Racer, \$60  
Light Roadster, - \$50  
Featherstone Bicycles, \$25, \$35, \$40

Catalogue Free.

SOLD BY FEATHERSTONE,  
Clark & 16th Sts., Chicago, 20 Warren St., New York.





# PURE WHISKEY

Direct from Distiller  
To . . . Consumer

FOUR FULL QUARTS  
for \$3.20

EXPRESS PREPAID By US  
SAVES MIDDLEMENS PROFITS  
PREVENTS ADULTERATION

Since 1866

Hayner's pure double copper distilled Rye Whiskey has been sold to Consumers direct from our own Distillery, known as "Hayner's Registered Distillery No. 2, Tenth District, Ohio." No other Distillers sell to consumers direct. Those who offer to sell you whiskey in this way are speculators who buy to sell again, on which plan they are compelled to add a profit, which you can save by buying from us direct.

We will send four full quarts of Hayner's Seven-Year-Old Double Copper Distilled Rye Whiskey for \$3.20, express prepaid. We ship on approval in plain, sealed boxes, with no marks to indicate contents. When you receive and test it, if not satisfactory return it at our expense and we will return your \$3.20.

Such whiskey as we offer you for \$3.20 cannot be purchased elsewhere for less than \$5.00, and the low price at which we offer it saves you the addition of middlemen's profits, besides you are guaranteed the certainty of pure whiskey absolutely free from adulteration.

REFERENCES: Third National Bank, Dayton; State National Bank, St. Louis, or any of the Express Companies.

WRITE NEAREST ADDRESS.

THE HAYNER DISTILLING COMPANY,

226-232 West Fifth Street, DAYTON, O. 305-307 S. Seventh St., ST. LOUIS, MO.

N. B.—Orders from Ariz., Colo., Cal., Idaho, Mont., Nev., N. Mex., Ore., Utah, Wash., Wyo., must call for 20 quarts by freight, prepaid.

We guarantee the above firm to do as it agrees.—EDITOR.

## The ANGLE LAMP

the one light which you can use at this season of the year with genuine comfort and economy. As the days grow longer you will appreciate its wonderful advantages. While more brilliant than gas or electricity it gives very little heat, never smokes, smells or gets out of order, requires attention about once or twice a month, never gives any trouble under any circumstances and puts money in your pocket every time you light it. In fact, its great economy is almost unbelievable, as it burns but

**EIGHTEEN CENTS** worth of oil a month. It will be found a perfect substitute for gas or electricity and, as it is absolutely non-explosive, it may be used anywhere with perfect safety, which brings it in strong contrast with acetylene, gasoline and some other new systems which are highly explosive. The wonderful feature

**"NO-UNDER-SHADOW"** insures all the light falling downward and outward just where the light is needed. Many thousands of these lamps are used in homes, stores, offices, churches, factories, halls, etc., and those who use them say without exception that they combine every desirable feature of illumination and cut out every fault. They are well made, handsome and make an attractive appearance wherever used. For summer homes they will be found superior to anything else. If you would like to know more about them we will gladly send you our catalogue, which shows all styles from \$1.80 up.

THE ANGLE LAMP CO., 76 Park Place, New York.



The wheel that is out-  
classing others of-  
fered at

\$40<sup>00</sup>

Our corresponding bicycle  
for women is styled No.  
34.

Catalogs tell the rest.

CLEVELAND HEADQUARTERS.

Cleveland, Ohio.

## Leland - Faulconer Gears

— FOR —

"Chainless Bicycles."

Experts, Manufacturers and Riders concede their incomparable superiority. They must, because they are the only gears that have all imperfections from hardening eliminated.

The working faces of teeth are cut, absolutely true, with locating points, after gears have been hardened.

L & F Gears are on the highest grade "Revel Gear Chainless" for the season of 1920, made by the following companies:

The Geo. N. Pierce Co., The Warfield Cycle Co.,  
E. J. Johnson & Co., The Stanley Cycle Works,  
The Great Lakes Cycle Co., The National Cycle Co.

And for any other bicycle wheels. Don't be deceived. A visit to the nearest Leland & Faulconer dealer will tell you.

Leland & Faulconer Mfg. Co.

Detroit, Mich.



**The Midnight SUN**

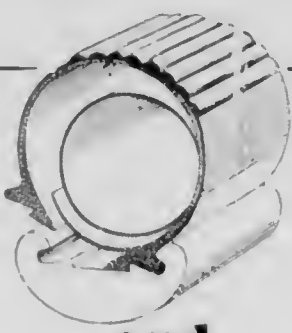


**The SOLAR CYCLE LAMP**

Is the Standard Acetylene Gas Cycle Lamp. Their great success is due to the patented system of gas generation which secures a steady, bright white light. Your dealer sells them for \$3.00, or we will send them to you, express prepaid, for this price. Our booklet "Solar System" sent free. **BADGER BRASS MFG. CO., Kenosha, Wis.**

Bornes & Schultze Chicago

**G and J**



on a tire is a sign of quality and a guarantee of satisfaction.

**Detachable**

tires are gaining in popularity, because of the ease and certainty with which they can be repaired. Send for catalog which tells why G & J Tires are best.

**G & J TIRE CO.**

INDIANAPOLIS.

**A.W. FABER**



**A.W. FABER**

For Sale by  
All Dealers

**Lead and  
Colored  
Pencils.**

**Stationers'  
Rubber  
Goods.**

**Inks.**

Mark the  
initials  
"A. W."  
before  
the name of  
"FABER"

Established 1761.

**Up Hill,  
Down Hill, or  
On the Level**

The Superiority  
of the

**Columbia**

Bevel-Gear

**Chainless**

Is Apparent.

**New Models**

**\$75.**

Send for Columbia  
and Stormer Cat-  
alogues.

**Columbia Bicycles,**  
HOME OFFICE,  
HARTFORD, CT.



OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

**L. A. W.**

**MAGAZINE**

OLD SERIES, VOL. XXXI  
NEW SERIES, VOL. I, NO. 2.

JULY, 1900.

PRICE, 10 CENTS  
\$1.00 A YEAR

**L. A. W. MEET NUMBER**

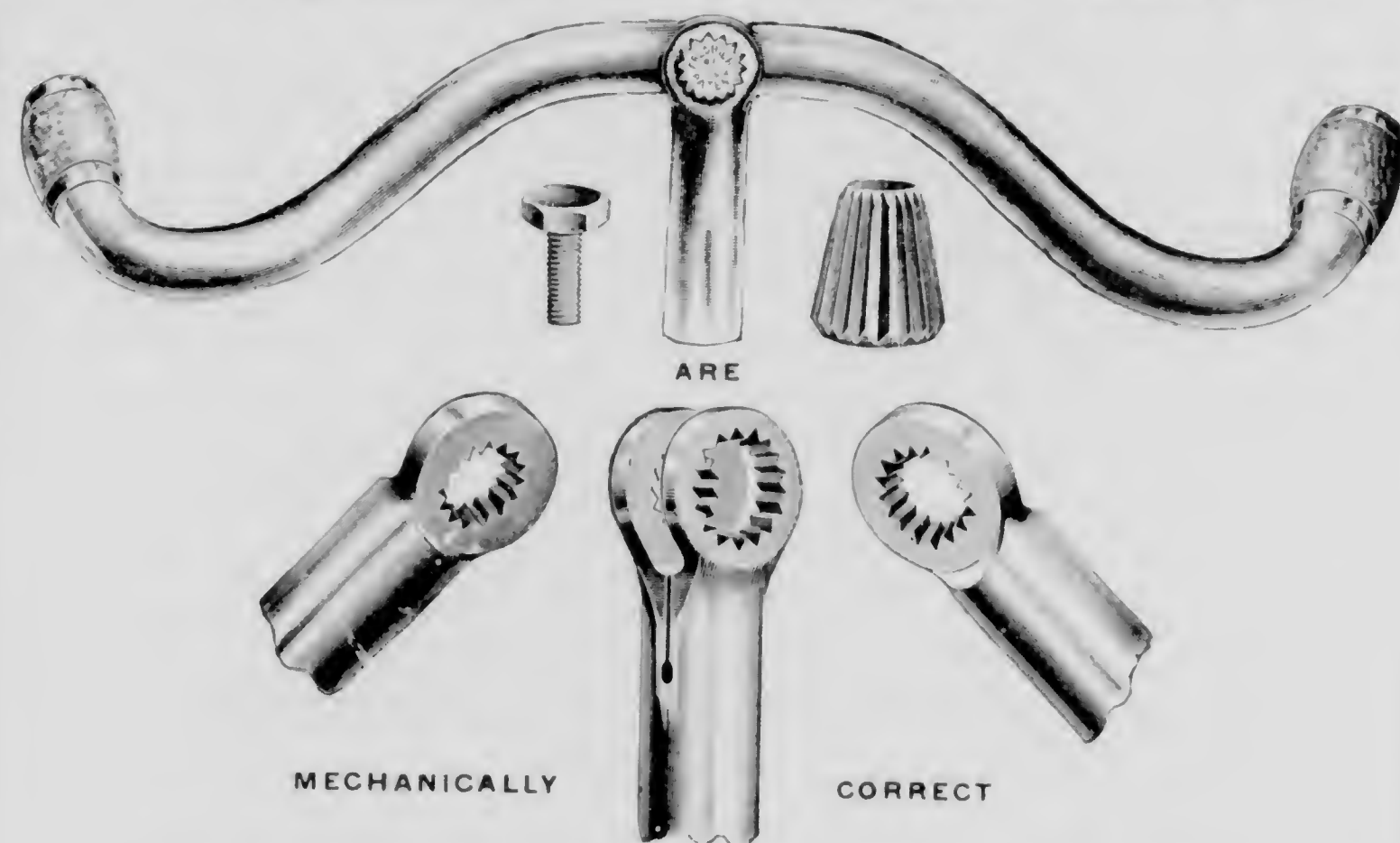
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L. A. W. Official Department	PAGE 23

**PUBLISHED BY EMIL GROSSMAN & BRO. CLEVELAND,  
BOSTON. NEW YORK. CHICAGO.**

You will favor the publishers, advertiser, and yourself by mentioning the L. A. W. Magazine when answering ads.



## FREDRICK Adjustable Handle Bars



### REASONS WHY EVERY RIDER

SHOULD HAVE A

### FREDRICK ADJUSTABLE HANDLE BAR



STRENGTH

- Because** it is easily adjusted to all positions.
- Because** it is the only Bar which cannot fall down.
- Because** it is impossible for any accident to occur.
- Because** it is fitted with invisible internal expander.
- Because** it is a combination of beauty and strength.
- Because** it is mechanically correct and is sold at a popular price.

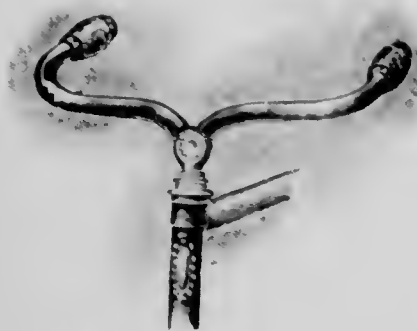
Sizes—19 inch to 22 inch between grips at widest adjustment.  
Stems—7-8 inch, 13-16 and 3-4 inch.

Send four cents in stamps for beautiful water color sketch.

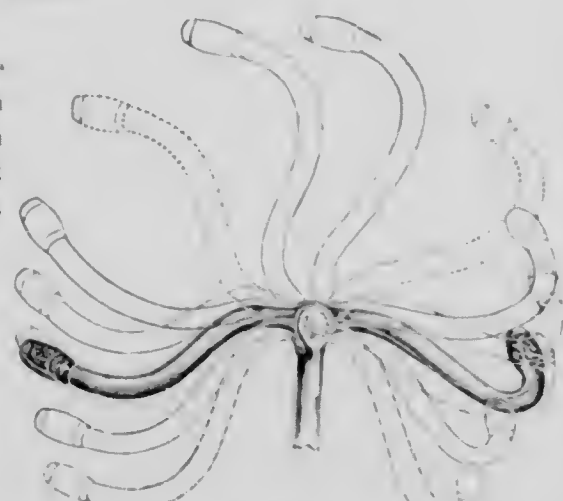
SOLD BY DEALERS IN BICYCLE SUPPLIES.

If you dealer does not carry the Fredrick Adjustable Handle Bar in stock we will forward it to you on receipt of price, \$2.75. Fredrick Forward Extension, complete, \$3.75.

FREDRICK MFG. CO.,  
150 Nassau Street,  
New York, - U. S. A.



ON A WHEEL



A FEW POSITIONS

## L. A. W. Magazine

Old Series, Vol. XXXI.  
New Series, Vol. I, No. 2.

JULY, 1900.

Price 10 Cents.  
\$1.00 a Year.

## Observations of the Month

### A New Benefit for L. A. W. Members

Ever seeking to increase the benefits of membership in the League of American Wheelmen, the executive committee has consummated an arrangement with the United States Casualty Company, one of the oldest and most reliable insurance organizations in existence, whereby upon payment to the national secretary of thirty cents any League member can secure a special accident policy, not issued to other than League members, providing an accidental death indemnity of \$1,000 and a weekly disability indemnity of \$5 for five weeks. The policy is valid for one year and covers all accidents occurring in traveling by ordinary means of conveyance, including, therefore, accidents resulting from bicycling.

The anticipation of the executive committee is that this concession will be taken advantage of in a liberal manner, and the expectation certainly should be realized. Few, if any, fraternal organizations, offer greater advantages to their members than does the League of American Wheelmen, and we know of none in which equal benefits are to be secured at an equal expense.

### Advises Employment of Solicitors

Touching upon this point, the Cycling Gazette says that L. A. W. benefits are now so numerous and so valuable that league membership would enormously increase did league members have the time in which to engage in a thorough soliciting campaign. And since it is patent that league members as a rule are busy men, with absorbing professional and industrial cares demanding their services continuously, the Cycling Gazette suggests that it might be advisable for the League to employ professional solicitors to secure the membership applications of the legion of wheelmen who fail to associate themselves with the League either through ignorance of L. A. W. work and benefits or because of negligence. Without other excuse than this, there are thousands of American cyclists who remain out of the League, and it is believed

that the co-operation and support of these riders might easily be secured were the work of soliciting their membership applications placed in the hands of men having no other business pursuit. The proposition appears worthy enough to merit the experiment.

### Side Path Operations

Increased interest in the side path movement and the steady extension of wheel ways were brought prominently into notice during the month by the legal proceedings resultant therefrom. The courts of Pennsylvania, New York and Washington have had to consider the constitutionality of the side path laws; and although one of the decisions rendered was the opposite of that which wheelmen had hoped for, the effect will be but a temporary stoppage of work, during which the difficulties in the way will be overcome.

In Dauphin County, Pennsylvania, the Side Path Commission brought suit against the County Commissioners to compel them to levy a tax on all bicycles owned within the county, in order that the proceeds might be available for the construction of paths. The County Commissioners held the state side path law to be unconstitutional, and in this view Judge Simonton, sitting at Harrisburg, concurred.

### Conflicts With Constitution

In handing down his decision, Judge Simonton said the side path law conflicts with Article 3 of the state constitution, which says that the General Assembly shall not delegate to any special commission the power to make any municipal improvement. The court was also of the opinion that there are other clauses of the side path law in conflict with the constitution, but stated that the one quoted was sufficient to make the law inoperative.

In this connection, Chief Consul Boyle, of the Pennsylvania Division, writes:

"While this is a decision of a county court, yet the judges of Dauphin County





ABBOT BASSETT,  
Secretary L. A. W.

are held in such high esteem that Judge Simonton's decision would doubtless be regarded with great weight if the matter were brought up in other jurisdictions. In some of the counties proceedings have begun upon the assumption that the act is constitutional and whether this decision will effect these proceedings I am unable to say."

#### The Work in Other Counties

In Beaver County, of the same state, the Side Path Commissioners are operating without reference to Judge Simonton's decision, and in Erie County practically the same condition exists. Concerning the latter, Mr. Chas. A. Mertens, of Erie, writes:

"The Side Path Commission of Erie County is prosecuting the work as rapidly as possible. We were quite fortunate in being able to levy and collect about \$3,000 tax during the last year, which became available for the purpose of building paths this year. I am unable to say what, if any, effect the Dauphin County decision will have upon any work in future. We are being harassed by the road authorities in several of the townships and we now have two suits in court, in one of which the question whether we can use the paths after we have built them is being determined, and in the other they are attempting to restrain us by injunction from building any more paths, for the reason that the act is unconstitutional. I believe that the Dauphin County decision will have very little effect upon us, unless the Supreme Court should reaffirm the finding of that court, in which case, of course, the work would necessarily be stopped until the defects in the law could be remedied

by the passage of a new law at the next session of the legislature."

#### To Have a Better Law

Incidentally, Mr. Mertens is a candidate for member of the General Assembly from the city of Erie, and if elected will devote his energies toward securing the passage of a constitutional and a better regulated side path law than the one now on the statute books. Two years' experience as attorney for the Side Path Commissioners of Erie County have made Mr. Mertens familiar with the defects of the present law when put into operation, and he is confident a much better law can and necessarily will be passed. As Mr. Mertens has in former years been a member of the Pennsylvania Highway Improvement Committee and has been on the ground at Harrisburg in that work, he will also endeavor to secure the enactment of a liberal good roads law that will be capable of immediate enforcement.

#### The Decision in Washington

Spokane, Wash., property owners secured a temporary injunction restraining the city from extending the Mallon avenue cycle path on these grounds: That the path is an obstruction of the street; that it shortens the width of a highway already none too wide; that it prevents teams and vehicles from reaching the sidewalk curb; that it is a menace to children and prevents owners of vehicles from reaching their conveyances with ease.

The city and Bicycle Commission met these charges with evidence to show that the path would be an ornament to the street; that hitching posts would be provided wherever desired; that planks are laid at all driveways and cross streets; that parties owning vehicles can have easy access to the same from the path; that children are not menaced by the use of the path; that a driveway of sufficient width will be left; that the path is desired by the thousands of wheelmen in the city.

#### Permanent Injunction Denied

Judge Richardson heard the case, during which the objections and refutations above noted were made and the constitutionality of the Side Path Commission was attacked. Over the latter point the principal contention was made. Judge Richardson ruled that the city has authority, under the constitution, to improve its streets, and classed the cycle path as an improvement. Incidentally a point of interest was brought out by the defense. It was shown that the adult population of Spokane is 17,000, 4,000 of which are wheelmen.

#### Testing the New York Law

Mr. John G. Ryan, a wealthy resident of West Islip, L. I., defeated in his efforts to secure a permanent injunction against the Side Path Commissioners, restraining them from building a path in front of his residence, has attacked the constitutionality of the state side path law.

When Commissioner Higbee laid out the route of the path it was to be on the north side of the highway, some of the millionaires there protested, and the course was changed and the path crossed over to the other side of the highway, passing in front of the premises of Mr. Ryan. He claims that a portion of his sidewalk was taken for the path. He began injunction proceedings and Justice Maddox vacated the order. An appeal was taken and again the Side Path Commissioners were victorious. Now Mr. Ryan has brought an action against the Side Path Commissioners to have the path removed, upon the ground that the side path law is unconstitutional in that it gives power to the commissioners to set apart a portion of a public highway for bicycles, to the exclusion of other vehicles and pedestrians.

The decision declared the law to be constitutional.

#### Law Withstood This Trial

At Syracuse, N. Y., Dr. George J. Gladden was arrested for riding on the side path without a tag, was arrested, taken before a justice and fined. He refused to pay the fine and demanded a jury trial. Accordingly, the case went before a jury, and Dr. Gladden, through his attorneys, endeavored to prove the law unconstitutional, but without avail. The jury was out but five minutes, when it returned a verdict of guilty.

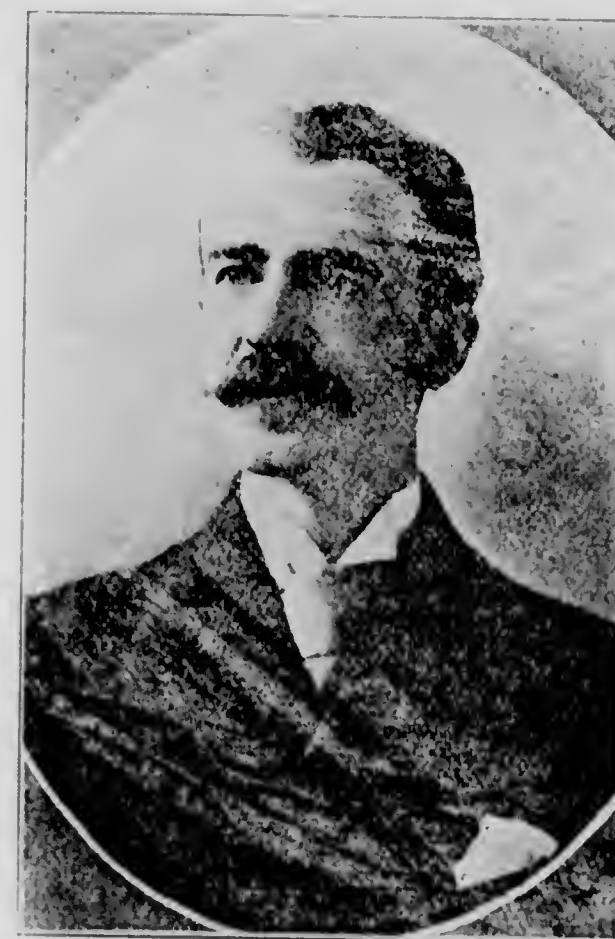
From these decisions the fact seems to be pretty well established that side paths, when constructed under a law conforming to the state constitution, are legal, and it is fortunate for the cause that proof of this point has been so early established.

#### National Committee Leaders

This considerable opposition to side paths indicates an contraire extensive side path operations throughout the country and emphasizes the wisdom of President Sams' appointment of a national Side Path Committee, which, from appearances, will have plenty to do and is likely to become one of the most important on the League's list. Chief among the members of the new committee are Dr. C. H. Hunter, Minneapolis, chairman; Mr. H. V. Casey, Baltimore, and Mr. M. D. Fletcher, all of whom are veteran wheelmen who for years have been associated with wheelmen's movements. All have accomplished good work in wheeling interests, especially Mr. Casey, whose labors on behalf of Baltimore riders has made him very popular in that city.

#### Dislodging a Park Board

In the spring of 1897 Baltimore wheelmen were involved in a continuous struggle with the then Board of Park Commissioners. All kinds of unreasonable and arbitrary rules were imposed by the board upon cyclists, until matters had reached such a stage that they became no longer bearable. At this point several prominent riders, including Mr. Conway W. Sams, now President of the L. A. W., and Mr. Casey, formed a wheel-



HENRY V. CASEY,  
President Maryland Sidepath Commission.

men's campaign association, and, after their plans were all well arranged, a fight was opened, with 12,000 wheelmen enrolled as members of the association, and a demand was made that a new Park Board be appointed with at least two wheelmen as members. When we consider that the Baltimore Park Board had not been reorganized in thirty-seven years, it will be realized that the task was enormous; but under capable leadership the cyclists were successful, the old board was swept out of existence and a new board was created with Mr. Casey as one of its members. His administration as Park Commissioner was eminently pleasing to wheelmen, and, although the Baltimore municipal administration may change, it is reasonably certain that the wheelmen will always have their representative on the Park Board.

#### Promoting Maryland Paths

Mr. Casey was one of the promoters of the Maryland Cycle Path Association, through the efforts of which the present state side path law was passed. Of the State Side Path Commission created by this law Mr. Casey is chairman, having been chosen for that office only last month. One of the first paths to be constructed by the Commission will be that from Baltimore to Washington, the route of which has already been surveyed.

#### Riding on the Sidewalks

Many arrests for sidewalk riding in Cleveland, Indianapolis and Salt Lake City have led to a new consideration of the question of the sidewalk rights of bicycles. Commissioner Quinn, of New Haven, Conn., declares that bicycles have no sidewalks rights and must not even be trundled on the sidewalk; but this opinion does not





M. D. FLETCHER.  
Member National Sidepath Committee.

seem to hold good elsewhere, for in Indianapolis a city ordinance has been introduced giving wheelmen the right to cycle on sidewalks of all unpaved streets, while in Salt Lake City a proposed ordinance gives wheelmen the right to cycle on all sidewalks between October 31st and May 1st. To the latter there is considerable objection. The Salt Lake City News says: "It is just as bad to be run down by a wheel on May 1st or October 31st as in June or in September. If wheels are vehicles in July they are the same in March. And if it is improper to permit vehicles to run on the sidewalks at one time it is wrong at another time." All of which is good logic.

#### Where the Trouble Lies

The News further hits the nail on the head by saying: "Make a good path for bicycles on each street, and leave the sidewalks for the people, free from danger and the wheel." It might also have said that when streets are rideable wheelmen want no rights on the sidewalks, for it is a noteworthy fact that wheelmen arrested for ridings always commit the offense on unpaved streets. Either make all streets rideable or give wheelmen the right to cycle on the sidewalks of streets not rideable, under such restrictions as are necessary to the comfort and safety of pedestrians.

#### Lights Law Declared Illegal

City Recorder St. Sure, of Alameda, Cal., has declared the bicycle lights ordinance of that place to be unconstitutional, saying:

"The entire case hinges upon this proposition: Is a bicycle a vehicle within the meaning of the law? If it is, there is certainly no doubt that as such it is entitled to all rights and privileges accorded other vehicles. Upon an exhaustive examination

of authorities we find that it is now well established, either by judicial decision or by statute, that in legal contemplation the bicycle is to be regarded as a carriage or vehicle. Particularly in relation to its use on the highway, the bicycle is entitled to the same privileges and subject to the same burdens as other vehicles. The ordination makes an unjust discrimination."

Notwithstanding this decision the Alameda city council seems determined that bicycles shall carry lights at night, for an ordinance has been introduced, in which the opening declaration is: "Every person using a rubber tire vehicle propelled by the occupant must carry a lighted lantern \* \* \*". That this ordinance offends in the same particular as did the old one is evident, and if enacted it certainly cannot be expected to withstand Recorder St. Sure's decision.

#### Legislation in the East

Massachusetts has passed a wide tire law that becomes effective on January 1, 1902, except that it shall not apply to vehicles owned and used in the state on that date. Therefore, while it is certain that, unless the law is repealed, Massachusetts will one day be blessed with wide tire road savers, that time appears to be far distant, for a wagon bought on December 31st, 1901, may last an aggravatingly long time.

In New York state a renewed endeavor is being made to bring about the passage at the next sitting of the legislature of an act whereby convict labor may be used on the roads. The agitation has the support of many influential men and newspapers, and it may prove effective.

The Massachusetts bicycle baggage law is now in effect and is being generally observed by the railroads of the commonwealth.

#### Mr. Frank C. Orr Succeeds Mr. Keenan

The resignation from the vice consulship of the Pennsylvania Division of Mr. Thos. J. Keenan, Jr., former president of the League, left a vacancy that Chief Consul Boyle had some difficulty in filling; but when Mr. Frank C. Orr, of Pittsburg, was selected as successor to Mr. Keenan, Mr. Boyle's wisdom was demonstrated. Mr. Orr comes into office well qualified to serve League interests, and he is expected fully to demonstrate his fitness for the position. He has long been identified with League work and knows the ins and outs of wheeling affairs.

#### The Month's Gatherings

Plans are now completed for the twenty-first annual national gathering of the L. A. W. hosts at Milwaukee, on the 10th to the 15th of July and for the L. A. W. Festival and Good Roads Congress at Port Huron, Mich., on July 2nd to 5th inclusive, both of which are expected to bear good results. The Port Huron meeting is expected to be educationally beneficial, while the Milwaukee meet is intended to be on the order of previous meets—a gathering in which every participant has a good time.

#### On the Race Track

The American racing season opened with many meets and large crowds on Decoration Day. At Cleveland Miller and Judge broke world's motor tandem records from 2 to 15 miles inclusive, while at Waltham, Mass., an accident occurred that shocked the spectators. Miles and Stafford, mounted on a motor tandem, ran off the track into an electric light post, and both were killed, Miles dying instantly. The grand Circuit of the N. C. A. will start early this month in the west and will include the National meet at Milwaukee. On foreign tracks, Harry Elkes, the American, has proved his right to championship honors at middle distance in races with Edward Taylor, and at Berlin in a four-day, three hours per day race he demonstrated skill at long distance by running second to Walters, of England, and breaking the world's three hour record on the third day. The world's hour record has been twice broken of late. On May 20th Bouhours passed the 39-mile mark for the first time, and on June 3rd Bauge placed the figures at 39 miles, 1,131 yards and 1 foot. The world's championships will be held at Paris in August. The celebrated case of Major Taylor, colored, was settled by the riders' union by imposing a fine of \$100 upon Taylor and assessing him \$400 for his failure to ride at the Cape Girardeau, Mo., meet in 1898. In American professional contests Frank Kramer, last year an amateur, has proved the winning surprise.

#### Women Century Riders

The season has been productive of continued attempts at long distance road riding by women, a form of "sport" that is most deplorable. In an editorial on this subject the New York Telegram calls the press to account for advertising this sort of thing and, therefore, for encouraging it, saying:

"They (the newspapers) have seized her as the latest bicycle wonder; the charming Miss Gast, who tells her own story of how she will lower the record. Her pictures have been printed with dotted borders and garlanded with forget-me-nots. She has been shown in evening dress and bicycle costumes, on her wheel and off.

"In her own story of the terrible ordeal, she says she will drink ale to strengthen her. She looks now as strong as a young two-year-old ox. The meals she will eat while training are given in detail. Every fifty miles she will take dinner. Every hundred miles she will take a cold bath. This noble resolve we cannot too earnestly applaud.

"Columns of valuable space have been consumed by the papers, advertising the project. It is offered by the half page as an example to all young women who want to make themselves attractive. It is heralded as a marvelous feminine accomplishment, but if there is anything more devoid of sentiment and womanly grace than one of these women scorers it remains to be developed."



C. H. HUNTER.  
Chairman National Side Path Committee.

#### Executive Committee Meeting

Late in May the L. A. W. executive committee met at New York and attended to considerable routine business that had accumulated since the annual meeting of the League in Philadelphia last February. The contract for the L. A. W. Magazine, as agreed to by the official organ committee and the present publishers was approved. It was announced that the committee having in charge the revision of the constitution was hard at work, but would hardly be able to report before the next regular meeting of the National Assembly to be held next February at a place not yet decided upon. It was also stated that the League would shortly be incorporated under the laws of the state of New York. In the meanwhile President Sams is keeping a close watch on divisions that are not doing the work reasonably to be expected of them. He has received from Chicago members of the League a protest against the indifference of Chief Consul Locke, of Illinois, and the matter is now receiving consideration.

#### Affairs of the Trade World

Numerous fires in cycle factories and stores have occurred this spring, notable among them being the destruction of the St. Catherine's, Ont., plant of the Canada Cycle & Motor Company, Ltd.; the Milwaukee plant of the League Cycle Manufacturing Company and the Racine, Wis., plant of the Wisconsin Wheel Works. Cycle stores that suffered were those of the Kirk Manufacturing Company, at Toledo, O., and the Theo. F. Bentel Company, Pittsburg. The Outing factory at Indianapolis was also slightly burned.



## From Day to Day

MAY, 1900.

19—Platt-Betts won 1-hour race, defeating Chase 2, and Linton 3, and establishing new Scottish hour record—32 miles 500 yards—Glasgow.

20—Bauge won 50-mile race with Bonhours 2, and Ross, American, 3, establishing new world's hour record of 39 miles 621 yards—Paris. Walters won two 1-hour races—Leipzig. Taylor defeated Elkes, American, who fell, in 50 mile race—Antwerp. Kramer won open race and ran McFarland a dead heat in handicap—Vailsburg, N. J. Grogna won international race with Banker, American, 2, and Protin 3—Lille.

21—Princeton defeated Columbia in cycle races—New York City.

22—Momo won international race with Ellegaard 2, Jacquelin 3, and Tommaselli 4. Meyers-Tommaselli won tandem race—Turin.

24—L. A. W. executive committee met—New York City. Miller-Judge placed world's motor tandem 1-mile record at 1:20 2-5, and won 15-mile motor tandem race in 24:15. Nelson defeated Gibson in 1-hour race, covering 31 miles, 1,667 yards—Montreal. Louvet won grand prize with Grogna 2 and Protin 3. Vanoni-Louvet won tandem race—Amiens.

26—Nelson defeated Gibson in 15-mile race. Miller-Judge won 10 m. motor tandem race—Montreal.

27—Bauge won 100-kil. race in 1:37:30, world's record, with Simar 2 and Linton 3—Paris. Louvet won international race, with Grogna 2 and Protin 3—Amiens. W. Rooke, manager Butler Co., died—Butler, Ind. Kramer and McFarland won professional races—Vailsburg, N. J. Huber won grand prize with Arend 2, and Grogna 3—Hanover. Bourotte won 50-kil. race with Gougoltz 2, and Mathieu 3—Angers. Protin won international—Toulouse. Ellegaard won grand prize of Italy with Jacquelin 2 and Momo 3. Meyers and Ellegaard won two-heat team race from Tommaselli and Momo—Turin.

27-30—Four-day, 3 hours per day, race, won by Walters, 599 kil 390 m; Elkes, American, 2, Taylor, 3—Berlin.

29—Receiver appointed for Bullis Ball Gear Co.—Rochester, N. Y.

30—Miller-Judge won 15-m. motor tandem race, breaking world's records, 2 m. (2:56 2-5) to 15 m. (22:22 2-5)—Cleveland. C. N. Olsen won place and Al. Flath time prize in 20-m. road race—Detroit, Mich. Harry E. Miles and W. M. Stafford killed in motor tandem paced race—Waltham, Mass. E. Van Velsor won place and R. M. Alexander time prize in 25-m. Irvington-Milburn road race—New Jersey. Kramer and Stevens won professional races—Vailsburg, N. J. Princeton scored 22 points and Yale 21 in intercollegiate races—Philadelphia. Porter defeated Gibson in 25-m. race—New Bedford, Mass. Geo. Schall won place and Axel

Carlson time prize in 100-m. road race—Chicago. George Collett made new amateur 1-m. handicap competition record, 2:00 2-5—New York City.

JUNE

1—Frank C. Orr, Pittsburg, appointed vice consul, L. A. W. division—Pennsylvania. L. A. W. announces new accident insurance benefit. Judge Simonton declares state bicycle side path law unconstitutional—Pennsylvania.

2—Chase defeated Platt-Betts in 30-m. race—London.

3—Rutz defeated Stone in 25-m. match—Cincinnati. Kramer and Cooper won professional events—Vailsburg, N. J.

3-4—Bauge won 2 1-2 hr., 2-day, race with Bonhours 2, Digeon 3, and Huret 4, and made new world's hour record—39 m., 1-131 1-3 yds. Grogna won sprint race—Paris.

4—Quaker City Wheelmen disbanded—Philadelphia.

5—League Cycle Mfg. Co.'s plant burned—Milwaukee. Turville defeated Waller in 25-m. match, and Waller and Smith won two 5-m. motor tandem races—Baltimore.

7—Wisconsin Wheel Works burned—Racine, Wis.

8—Outing Mfg. Co. burned—Indianapolis.

9—Crooks-Sherer made American motor tandem record 1-m. and world's records intermediate distance—New Bedford, Mass. Pierce defeated Porter in 25-m. race—Fall River, Mass.

9-10—Bordeaux-Paris road race won by J. Fischer, German, in 21:07:57; M. Garin, 2; A. Garin, 3; Frederic, 4—France.

10—Domain won international race, Grogna, 2—Paris.

10—Gus Egloff covered paced century in 4:49:00—New York City. Cooper and Stevens won professional races—Vailsburg, N. J. Rutz and Stone rode dead heat in 25-m. race—Cincinnati. 475 riders started in Royal Arcanum century run—New York City.

15-16—New York division, L. A. W., held state meet—Elmira, N. Y.

15—Walter Smith, 16 years old, made new American amateur paced records as follows: 1-4 m., 0:22 3-5; 1-2 m., 0:45; 3-4 m., 1:06 1-5; 1 m., 1:25. New York City.

16—Journal century run had 1,117 starters—New York City. Canadian Wheelmen's Association declares war on the Canadian Cyclists' Association over racing control controversy—Toronto. Michael and Taylor re-appeared on track in exhibitions. Eaton and McFarland won professional race—Vailsburg, N. J. American Bicycle Company announced early removal of Geneva, O., factory to Shelby, O. A. W. Gump, manager Shelby factory, resigned—Shelby, O.

17—Stevens and Kramer won professional races—Vailsburg, N. J. Bert Russell established new New York-Boston inter-city road record of 20:03:00.

18—Pierce defeated Michael at 25 miles in 34:29 3-5—Boston. Kelly Handle Bar Company, announced beginning of handle bar infringement suits—Cleveland.

20—Republican party adopts good roads plank—Philadelphia.

## Summer Vacations Hwheel

Touring Amid the Matchless Grandeur of the Eastern States

By LOUIS GEYLER

When summer comes it is as natural for people to turn from the narrow confines of their work-a-day surroundings in search of fresh environments as it is for the birds to seek the warmer south at the first touch of winter's frost. Green fields, picturesque woodlands and the mountains beyond, all hold out attractions, while to oth-

forgotten high wheel, an enthusiast made the assertion that no one could realize the full utility of the bicycle until one had toured, and to those who have toured and toured right, this sentiment cannot but merit the heartiest approval.

The eastern states are fortunate in having many sections distinctly adapted to



DELAWARE WATER GAP.

ers the seashore or some peaceful town tucked away in a quiet corner has a charm that is irresistible. There are few people in whose hearts the love of travel does not exist; and after all, nothing so brightens the mind or sharpens the intellect as a knowledge of even a small part of the world in which we live.

To many of us bicycling has proven the most delightful and the most economical of outdoor recreations, allowing the going about locally and the seeing of much that otherwise would have been as a closed book. Thus the desire for newer scenes and broader knowledge comes as a natural sequence, and for those who have tired of park riding, a tour into some, to them, unknown region, opens up possibilities that would scarcely be credited to the little steed of steel and rubber. Very many years ago, as far back as the days of the almost

touring; this means not alone good roads but also a plentitude of hotels and, what is all important, something of interest along the line of travel. The War of the Rebellion furnishes many traditions that makes the Shenandoah Valley a much sought touring ground, and in addition, those wonders of nature, the Caverns of Luray and the Natural Bridge of Virginia, exercise a drawing power that is not easily passed by. Impressive mountains, wild rock-strewn streams and picturesque waterfalls are the offerings of the Delaware Valley, and the Berkshire Hills of Massachusetts. Nature in a wild recklessness has lavished many of her most beautiful gifts on these sections, while man has furnished roads that make them thoroughly accessible. And curious old Long Island, perfect in its seashore and quaint in its old-fashioned rural simplicity,

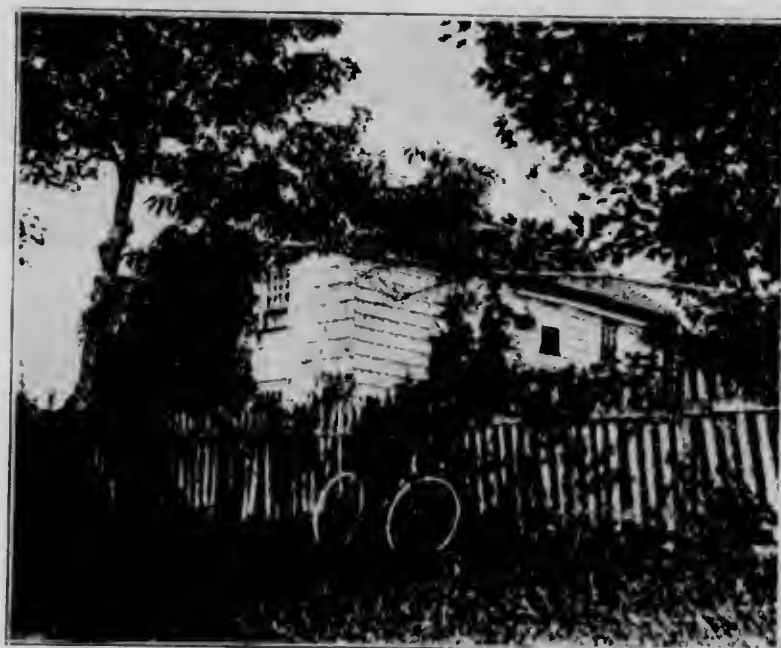


is really the gem of all touring grounds. But each, in its own peculiar way, is well worth planning to explore. One can easily arrange trips that vary from two or three days' duration to as many weeks, while the cost compared with other forms of summer recreation is far less expensive. When it is all over the tourist returns to his brick walls and noisy streets with a fund of adventure and a consciousness of many pleasant and well spent days.

In the early days, twenty years ago, some adventurous spirit guided his wheel through the southern part of Pennsylvania and down the valley of the Shenandoah. This was long before the era of road improvement had made its way felt on this side of the Atlantic, so when he returned with tales of a wonderful macadamized road that extended, perfectly smooth and unbroken, from Waynesboro, Pa., to Staunton, Va., a distance of 148 miles, the tour promptly became popular with that class, who even in the days of the high wheel had come to realize the pleasures of a wheeling trip. From an historical standpoint no part of the country can offer more. First the tourist goes through a land teeming with memories of the Revolution; then from Gettysburg down, the scene changes to the bloodiest days of the rebellion.

Philadelphia is usually the starting point and the way leads out Lancaster Pike, the first macadamized road built in this country; it was laid in 1794. Past the old General Wayne hotel, a favorite stopping place of George Washington, and a few miles further on, a sign post points the way to Valley Forge. The road winds along the Valley Creek, amid a scene so peaceful that one can scarce imagine the horrible sufferings and untold anguish that were once witnessed in this little vale of tears. The house that served as Washington's headquarters is still in an excellent state of preservation, and is filled with many relics of the most hopeless period of the Revolution. Over the brow of the hill is the scene of the dreadful "Massacre of Paoli," where on a September night in 1777 the Americans were so unfeelingly slaughtered by the British under General Grey.

The road now leads through beautiful farm lands. As Lancaster is approached the tobacco plant flourishes in all its glory, a curious sight to those who have never



"HOME, SWEET HOME."

John Howard Payne's Birthplace, Easthampton, L. I.

seen this much-used weed in field. A peculiar sect, the Mennonites, settled here in the early 1700's, coming from Switzerland, and to this day many of their old notions, such as the washing of feet in their religious ceremonies, the men kissing when meeting on the street and refusing to use buttons on their clothes, are still adhered to; but with all this they make excellent farmers and are a thrifty and prosperous sect.

From York on, rough and hilly riding is the rule, a sparsely settled country with poverty-stricken environments blazes the way to Gettysburg, the scene of a most important engagement of the Civil War. This is one of the decidedly interesting places on the trip, and some time can be profitably spent in examining what is now the most perfectly preserved and the most carefully marked battleground in the world. The National Cemetery, with its splendid monument, is a beautiful spot. Seminary Ridge, guarded here and there by guns and punctuated by granite shafts; Cemetery Hill with its earthworks still intact; Culps Hill with its bullet scarred trees; Little Round Top, surmounted by a heroic bronze statue of its brave defender, General Warren; Round Top, of the summit of which is an observatory, presenting a grand and extensive view of all the surrounding country; the Devil's Den, with its bullet marked boulders; the Bloody Angle, and every quarter of the field each telling some eloquent story of heroism, blood and death, is invested with vivid and historic interest, which will live as long as valor stirs the human heart.

From here on mountains are the most prominent feature in the landscape, and while the way is hilly, the scenery is sublime. It is a wilderness of unkempt nature; thick growths of underbrush line the road merging into impenetrable forests, with trees erect and shadowy as though to guard from the prying sun that robs it of the dim, mysterious half-light that constitutes its glory. From the top of the mountains the first glimpse of the Shenandoah Valley unfolds itself, a beautiful



MARBLEHEAD, MASS.

panorama, with the spires and chimneys of Waynesboro in the foreground. The Potomac is crossed by an old fashioned rope ferry and the highway leads along a deep valley between two ranges about twenty miles apart, each little town along the route, Martinsburg, Kearnsstown, Stevens City, Fishers Hill and Winchester were all scenes in the bloody drama enacted in this beautiful part of Old Dominion in the early 60's.

The valley gradually narrows down until it seems as though the contending mountains on either side must meet. At New Market, buried deep in the surrounding heights, the road to Luray Caves is taken, two mountain ranges and the Shenandoah River having to be crossed before the Page Valley, where Luray is located, is reached.

semblances to well known objects, each filled with the curious creations of a subterranean world, are connected by passages which appear to have been carved by some giant hand; grottoes adorned by the richest ornamentations, cascades of sparkling brilliancy and forms of infinite shape, the wonders of which grow with each new revelation. Nature has fashioned her work in her own mysterious way far more sublime than anything that man could devise, far more magnificent than anything constructed by the most cunning hand.

Once more on the Valley Road the next place of decided interest is Lexington, historically speaking, one of the most eventful towns in Virginia. Here is the Virginia Military Institute, the "West Point of the South," a rambling barrack-like structure



DEVIL'S DEN, GETTYSBURG.

Guides of course are furnished to all would-be explorers of these wonderful caves and each visitor is supplied with a scoop-like tin reflector on which is fastened lighted candles which sometimes seem merely to accentuate the gloom. It is hard to analyze the feeling on an introduction to this underground fastness; a chill of horror is the first sensation, immersed in gloom and surrounded by grotesque shapes, which an excited fancy easily clothes with ghostly appearance. From the entrance hall many tortuous avenues radiate to other portions of the cave. One leads to the "vegetable garden" where the formations assume the perfect form of various farm products, then comes the "fish market" where the walls are hung with counterfeit denizens of the deep. A succession of chambers, each named from striking re-

of wood. The most curious portion of this reverential old pile is Stonewall Jackson's class room. This has been preserved in the same condition in which it was when he taught the young idea how to shoot.

In a little God's Acre, not far from the centre of the town, a single stone marks the last resting place of one who knew not the meaning of the word "fear."

It seems a strange coincidence that the two greatest men connected with the Southern cause should be buried in Lexington. In a vault, under the chapel of the Washington and Lee University, the body of General Lee reposes, a magnificent reclining statue of the idol of the South marking the spot, a fitting tribute to one of the greatest generals of his period.

(Concluded Next Month.)



## The Bicycle on Roads and Streets

Legal Status of the Wheelmen's Vehicle

By A. B. CHOATE, Second Vice-President, L. A. W.

### PART I.

No vehicle was ever invented which has been more beneficial to, and which has been so universally used by all classes as has the bicycle. A gentleman who sells horse-drawn vehicles as well as bicycles has estimated that there are six times as many bicycles in use on the public streets as there are of all other vehicles combined, and that these bicycles are worth three times as many dollars as all other vehicles in use.

Notwithstanding these facts, the introduction of the bicycle received the most determined opposition which is reflected in the statutes and decisions of the United States, some of which have since been repealed and reversed as bad law.

Strange as this opposition may seem at first blush, the cause is not far to seek. The first users of the bicycle were mostly young men and boys who had little political or social influence. Roads were not adapted to the use of the wheel, and the wheels were not as well adapted to the highway as now. The right of wheelmen to the highway was disputed and disregarded. Horses were frequently frightened and the lives of all about them endangered. Disputes naturally arose upon the public highway, and under these trying circumstances, the conduct of the wheelmen was frequently such as to increase rather than mollify the prejudice against them.

Those who served in the legislature and upon the bench were mostly older men who did not ride bicycles, and, for that reason alone, could not fully appreciate the situation. Besides this, there is a natural aversion on the part of old men to the introduction of anything new and it takes considerable time for them to adapt themselves to new conditions.

#### ADVERSE LEGISLATION AND DECISIONS

When we take into consideration the suddenness with which the bicycle was introduced into general use and the circumstances surrounding its introduction, we need not think it strange that it received determined opposition and created a prejudice that still lingers in the minds of many. Some of the laws and decisions indicative of this prejudice are as follows:

North Carolina—As early as 1887 a law in North Carolina was sustained, forbidding bicycles and other non-horse vehicles on a certain highway without a special permit. There was evidence tending to show that horses became frightened at bicycles, and

"The Bicycle on Roads and Streets" contains the substance of two of a series of lectures on "Roads and Streets" delivered by Mr. Choate before the senior class of the Law Department of the University of Minnesota. It will appear in three parts.

that carriages were thrown into ditches and horses became unruly. *State vs. Yopp*, 96 No. Car. 477.

New York—In 1880 a city ordinance was passed in New York City prohibiting bicycle riding in Central Park, and the Supreme Court of New York sustained the ordinance as valid, though the court took occasion to say that if it had been called upon in the capacity of a park commissioner, it might not have deemed the ordinance necessary. *In Re Right*, 29 Hun. 357.

Maryland—A Maryland statute, passed in 1890, authorized the county commissioners to make reasonable rules and regulations for the use of a certain bridge in Maryland. Pursuant to this statute, the commissioners made a rule that no bicycle should be used on that bridge. A man was arrested for riding his bicycle on the bridge and it was shown that horses, ordinarily gentle, became frightened and endangered the lives of those using them and of others using the bridge. Although proof was offered that ordinarily gentle and well-broken horses were not frightened, the court held the rule to be reasonable. *Twilley vs. Perkins*, 26 Atlantic Reports 286.

Virginia—In Virginia a law was passed, in 1896, requiring wheelmen to dismount upon the highway when they approached a horse likely to be frightened. I have not found that this statute was ever brought before the courts.

Minnesota—At the last session of the Minnesota Legislature, in 1899, a bill was introduced requiring wheelmen to dismount upon the highway when they approached a horse likely to be frightened and to abandon his wheel and assist the driver of the vehicle to take care of his horse if it became frightened. This bill died a natural death in its infancy.

Such were some of the adverse decisions and legislation, which riders of bicycles were obliged to combat, and by a glance at the examples cited above, it would appear that the intensity of feeling against wheelmen increased as the years passed. But the effort to require bicycle riders to become coachmen for men who drove fractious horses, was never sanctioned by the courts, although attempted, both by legislation and by actions brought against wheelmen for neglecting so to do.

#### LEAGUE OF AMERICAN WHEELMEN

As the number of wheelmen increased and included more of the adults, organizations of wheelmen were formed for the purpose of combatting this hostility to the use of the bicycle. In 1880, the League of American Wheelmen was organized and immediately commenced active operations in

defense of the rights of wheelmen, with the result that it quickly extended its organization throughout the United States and successfully turned the tide which was so rapidly setting against the use of the wheel.

#### LEGAL STATUS OF THE BICYCLE ON THE HIGHWAY

It is now well established, either by judicial decision or by statute, that the bicycle is to be regarded as a vehicle, and is entitled to the same privileges and subject to the same regulations as other vehicles, so far as the use of the highway is concerned. *State vs. Collins*, 17 A. 131.

Some of the leading cases upon this point are as follows:

In 1890, the Supreme Court of Kansas was asked to construe an ordinance which forbade the riding of a bicycle on any sidewalk in the city of Topeka or across the Kansas bridge. The claim was made that this ordinance absolutely prohibited the use of a bicycle on the bridge. The court held that to so construe the ordinance would make it void, because the bridge was a part of the highway and the bicycle riders were equally entitled to the use of the highway with those using other kinds of vehicles, and the court held that the ordinance must be construed simply to forbid the use of the bicycle on the part of the bridge intended for foot passengers. *Swift vs. City of Topeka*, 43 Kan. 671.

In Indiana, an action for damages was brought against a bicycle rider because he was riding at the rate of fifteen miles an hour on the highway towards the driver of a team, and rode within twenty feet of the horses before stopping, whereby the horses became frightened and ran away. It appears in that case, that the bicycle rider caught the horses by the bit but afterwards allowed them to get away. The court held that the complainant did not state any cause of action against the bicycle rider. *Holland vs. Bartch*, 120 Indiana 46.

The clearest and most emphatic statement of the rights of wheelmen on the highway, to which my attention has been called, was made by Judge Buck, of the Supreme Court of Minnesota. The circumstances of the case were similar to those of the Indiana case, above cited. The owner of the team recovered a judgment in the lower court against the bicycle rider and an appeal was taken to the Supreme Court under the auspices of the L. A. W. Judge Buck used the following language: "A highway is intended for public use, and a person riding or driving a horse has no rights superior to those of a person riding a bicycle. \* \* \* Bicycles are vehicles used now very extensively for convenience, recreation, pleasure and business, and the riding of one upon the public highway in the ordinary manner, as is now done, is neither unlawful nor prohibited, and they can not be banished because they were not ancient vehicles, and used in the Garden of Eden by Adam and Eve. Because the plaintiff chose to drive a horse hitched to a carriage, does not give to him the right to dictate to others their mode of conveyance



A. B. CHOATE,  
Second Vice-President L. A. W.

upon a public highway. \* \* \* It is not the duty of a party lawfully traveling upon a public highway upon a bicycle, when he sees a horse and carriage approaching, to stop and inquire whether the horse is likely to be frightened, nor to anticipate that such horse will be frightened." *Thompson vs. Dodge*, 58 Minn. 555.

#### Abbot Bassett

Abbot Bassett, the venerable and deservedly popular secretary of the L. A. W., easily ranks first among American wheeling leaders, for there is none other who has been so long connected in an active capacity with organized cycling efforts as has this grand old man of Boston.

Born at Chelsea, Mass., March 10, 1845, of rich parents whose honesty afterward made them poor, Abbot Bassett went to school until he was 17 years of age, when he started out to earn his living. First he was a clerk in a hardware store. Then he drifted into newspaper work, and in 1872 became editor of the local newspaper in his native town. Trade journalism next attracted his efforts, and in 1880 he became assistant editor of the *Manufacturers' Gazette*, from which paper he went in 1881 to the *Bicycling World*, of which he became business manager, and in 1883, editor. Two years later Mr. Bassett was appointed chairman of the L. A. W. racing board, and in 1886 he stated that brilliant but short lived cycling paper, the *Cycle*. In the following year he became secretary of the League and editor of the L. A. W. official organ, a dual capacity that he has filled with credit ever since.

Don't ride down town on a street car when you can use your wheel. You will save both time and money, and besides, you will at least be sure of a seat.



## Wheeling About the Capital

Washington and Its Environs Furnish Delightful and Entertaining Scenes

By CHAS. A. JACKSON

The cyclist, whether male or female, who desires to make a trip to Washington from the north, and all who do so will be amply rewarded, will find the present the favorable season of the year for the trip; the weather is, or should reasonably be expected to be, delightful, and the conditions for wheeling simply perfect. Under any circumstances, don't go to Washington without your wheel. To be sure, there are plenty of places where wheels can be hired by the hour, day or week, but there is seldom the satisfaction one gets with his own mount. Even if one were possessed of abundant means, and could command horses and carriages galore, one would fail of the satisfaction obtained a wheel.

It would seem as though the great majority of the government employes in the many different departments, and they are numbered by the thousands, are cyclists, for when the departments close at 4 p. m., all sections of Washington are simply swarmed with them.

At every department and place of public attraction, facilities are provided for leaving wheels while the owners are sight-seeing.

The roads constituting the public highways from the north leading to Washington, embrace sections of the finest, as well as the poorest in the country. Contemplating a wheel trip, and starting, say from New York, the rider would best take the 23d street ferry to Jersey City, thence by an asphalted route to the Hudson County Boulevard, and south to the Central railroad station, taking the train for a ten cent fare, to Elizabeth, and avoiding the wretched Plank Road, and the equally wretched paved streets of Newark. Thence on by the finest of roads through Rahway and Metuchen, to New Brunswick. The route then continues on through Princeton, Trenton, Bristol, Holmesburg and Frankford, in various degrees of quality from good to poor, but all rideable. Passing through Frankford the rider had best make inquiries for the rather circuitous route, via Erie avenue to Nicetown Lane, thence into and through Hunting Park directly on to Broad street, when he will have miles of asphalt direct into the heart of Philadelphia, with the overlooking statue of William Penn on top of the city hall in constant sight from the start. His cyclometer will then tell him he has ridden 100 miles from New York.

The road to Baltimore as far as Wilmington is fair, but beyond is very bad, so if there is no particular reason for a stop over in Philadelphia beyond the natural one of rest, and the rider has arrived sufficiently early, he can ride just one block

beyond the city hall and turn down Chestnut street, which is asphalted nearly to the river. At the foot of the street he can board the night boat for Baltimore, which leaves at five o'clock. The fare is \$2, with a good berth included; staterooms and meals extra. The boat is due about eight the next morning, and with a good night's rest, combined with a pleasant journey by boat, the rider is prepared to go ahead, but whether then by wheel or railroad is a matter for careful consideration. The distance from Baltimore to Washington is only forty-two miles, a pleasant half day's run when President Sams gets that cycle path, already projected, in running order; but unless you are a well hardened rider, accustomed to side-tracking, take the advice which was given to me when I was considering its feasibility, and go by rail. But I wanted the experience, and I went by wheel—one way was quite sufficient.

To Washington from Baltimore, on leaving the latter city, you have eight miles of shell road, as good as you could wish, and the last ten miles of the journey is also good, but of the intervening twenty-four miles the cyclist will have a hard journey. A fairly rideable side-path, of perhaps a foot in width, will taper suddenly to a ribbon of a few inches; the slightest veer of the wheel, and off and down you go, either into a deep sandy rut on one side, or mayhap into a muddy ditch on the other. One is liable to think swear, even if he has the moral restraint to refrain from ejaculations of that nature. Then, after one has had a series of tumbles of this nature, until they begin to become painfully monotonous, having landed perhaps on the same bruised hip several times in succession, one can introduce a little variety by walking awhile.

Now, to the economically disposed, a short stay in Washington may cost very little. I was recommended to a neat little house, the Point Comfort, at 14th and P streets, N. W., where I obtained an excellent room for \$2 per week. Good meals are served at twenty-five cents each, and there are also numerous low priced and popular restaurants scattered throughout the city, where, if you are sight-seeing in the vicinity, very satisfactory meals can be obtained. A guide book will easily acquaint one with the most desirable places of public interest, which will, of course, include the Capitol, the Library building and the Navy Yard at one end of Pennsylvania avenue, the Treasury department just a mile down the avenue at the other end, with the White House, War, State and Navy departments, the Corcoran Art Gallery, Washington Monument and Engraving Bu-

reau not far separated. Between, and to the south of Pennsylvania avenue, are the Agricultural department, the Smithsonian Institute, the National Museum and the Army Medical Museum, in the latter of which is a collection to inspire a man in good health to believe that in view of the human possibilities of disease therein illustrated, he must individually be a living curiosity. On the avenue is the handsome Postoffice department, while to the north are located the Patent Office, Pension department, and Government Printing Office. Still farther to the northwest are the Zoo, and the beautifully laid-out grounds of the Soldiers' Home, in both of which places are miles of pleasureable riding. All places under Government control, which includes about all I have mentioned, are open to public inspection from 9 a. m. until 4 p. m.

Having made the rounds of Congress and the departments, a run out to the beautiful National Cemetery, at Arlington, Va., will prove interesting. Take Pennsylvania avenue, or M street if more convenient, and go out to Aqueduct Bridge, by which you cross the Potomac into Virginia, and then ascend the hill to the cemetery. The drives through the cemetery are in fine riding condition, and the view from the famous Arlington Mansion is superb. The monuments to departed heroes are exceedingly interesting, and many of them elaborate and expensive. On leaving the cemetery Fort Meyer, the cavalry post, is close at hand, and the chances are favorable that a number of squadrons will be performing interesting military evolutions on the drill ground. From Fort Meyer it is but a comparatively short run down the Mount Vernon road to Alexandria, where the Marshall House, in which Colonel Ellsworth was shot, at the beginning of the Civil War, is still standing. The streets are illy paved, and the road to Mount Vernon is unfit for wheeling, but the wheel can be left and the electric cars taken to and fro if desirable. The return to Washington is preferably made up the river by boat, which runs every half hour; fare 10 cents.

But by far the most popular run out of the city is to Cabin John Bridge, and thence on up to the Great Falls of the Potomac. To Cabin John Bridge is eight miles, and to Great Falls about the same distance beyond, including two miles of cycle path, and is altogether one of the most beautiful and attractive runs in the country. The road known as Conduit road, was built by the Government in the construction of the Washington Aqueduct, and is maintained in fairly good condition. The stone bridge crossing Cabin John Creek is one of the most noted structures in existence. It was, of course, built by the Government to support the Washington Aqueduct, and is the largest single arch stone span in the world. It is 220 feet from base to base, with a height of 105 feet. Just across the bridge, and occupying the entire area, acres in extent, is the beautiful Cabin John Hotel which, through the untiring zeal of Bobinger Brothers, the proprietors, and

their lavish outlay of money, has been transformed from an ordinary country hostelry into a modern, up-to-date establishment, with every modern convenience, and a full corps of trained assistants in every department. Over 1,500 electric lights are used in illuminating the hotel and the extensive grounds, on which is also located one of the finest and largest scenic railways ever constructed. For the further benefit of the little ones, a magnificent Carousel is in process of completion. Rustic houses and shelters are scattered about the grounds with most artistic effect, many of them commanding fine views of the river and valley for long distances above and below.

The cycle path before referred to, which leaves the Conduit road about five miles from Cabin John Bridge, was built by the Good Roads Association of Washington, an auxiliary of the L. A. W. Charles E. Wood, a bright and capable young man, who holds a responsible position with one of the big contractors of the country, is chairman of the committee having the matter in charge, and it is doubtful if any other man could have been found who could have accomplished so much with so limited an amount of means at his disposal. He has worked early and late, and is still earnest in the good work, for in addition to the path already in use, another section, lower down the river, but on the same road, which will eliminate some disagreeable grades, and afford better views of the river, has been all graded, and is rapidly approaching completion. The efforts of the Association will then be directed to the completion of the upper path, which now comes to an abrupt termination about three-quarters of a mile below the Great Falls. A sheltered rack for wheels has been erected, and it is necessary to leave them there, cross the canal in a boat and proceed afoot up the tow path, as wheeling is not permitted on it. On arrival at the lock above, you are still out of view of the falls, but within easy hearing. You cross a little crazy suspension bridge ("five cents, please") and make your way for perhaps another quarter of a mile over a devious, rugged, rocky way, to the brink of the river. Then, from an elevation, its beauties flash upon you, and you are well repaid for the difficulties surmounted, and they are not such as any well equipped wheelwoman need hesitate encountering. There were quite a number of them there the day I made the trip, and some of them even had the temerity to descend to the lower level, and proceed across the intervening space of the river edge, necessitating considerable nerve and faculty of leaping across chasms from rock to rock, between which flowed roaring torrents, where a misstep would have resulted disastrously.

He—"I've bought a bicycle for two—"  
She—"O! Jack, this is so sudden!" He  
(continuing)—"for two dollars less than  
my last one cost."—Boston Transcript.

A comfortable saddle is truly a stern necessity.



## The International Touring Agreement

By THOS. J. KEENAN, Jr.,  
Ex-President of the L. A. W.

For many years the subject of touring in foreign countries has been much discussed by wheelmen and wheelwomen throughout the United States, particularly in L. A. W. circles. Within the last two years the question of perfecting arrangements with the various touring associations of Europe, whereby League members touring abroad could avoid the annoyances incidental to passage of their wheels through custom houses, the leaving of deposits to guarantee their re-exportation, and the obtaining of road books and information concerning the cycling regulations of the countries through which they proposed to travel, has been considered and reconsidered. Nothing of practical value, however, was accomplished, until the summer of 1899, when the writer took the matter in hand and made a special trip to England and France with a view of arranging an international touring agreement providing for reciprocal advantages to the members of the organizations which might be included in the compact. The plan originally suggested, that separate agreements be made with the several European associations, was found to be impracticable for many reasons. The several associations had their several ideas as to the terms of the proposed agreement, and their propositions were so varied that great complications would have resulted had they been accepted. At the meeting of the World's Congress of Touring Associations in London, at which the writer was the L. A. W. delegate, the matter was gone over with the representatives of the various European associations. While they were generally very favorably impressed with the idea of reciprocal agreements with the L. A. W., it was found out of the question to secure a uniform arrangement with them.

The Cyclists' Touring Club, of England, which has always shown a warm Anglo-American spirit, was inclined to enter into the most equitable agreement, although the terms at first proposed were not nearly so favorable as were desired and afterwards obtained. The C. T. C. is the most influential and most thoroughly organized of all the European associations. It has its own consuls, hotels and official repair shops in England, France and several other countries, and its customs arrangements are excellent. To obtain these advantages for L. A. W. members without the long delay and endless negotiations with the different governments, which would be necessary were the L. A. W. to establish a similar system of its own, was the aim, and to this end there was prepared the agreement which was ultimately accepted by the C. T. U., and is now in effect.

The agreement was published in full last issue. Under its provisions members of the L. A. W. touring in Europe are granted temporary membership in English Club entitling them to practically all the privileges of the regular members with the exception of subscription to the "Gazette," the official organ of the Cyclists' Touring Club, and the C. T. C. emblem.

These privileges include the free passage of tourists' wheels into England, Scotland, Ireland, France, Italy, Austria, Germany, Belgium, Switzerland, Sweden, Finland, Holland, Denmark, and the French and British possessions; the purchase of road



THOS. J. KEENAN, JR.,  
Ex-President L. A. W.

books, hand books, maps and other publications at reduced prices charged C. T. C. members; the service of English-speaking consuls at the principal points in the countries named, and the benefit of reduced rates at the official hotels and repair shops. The fact that the majority of the European guide books are published by the C. T. C. in English, is a point that will be appreciated very highly by the American traveling abroad, and will be of incalculable value to him.

An agreement almost identical with that consummated with the British association has been concluded with the Canadian Wheelmen's Association, and negotiations

are pending with the Deutscher Radfahrer Bund, the German touring association, to the same end. A reciprocal agreement between the L. A. W. and the Canadian association, restricted to free passage of members' wheels between the United States and Canada, has been in operation for several years, and has proven so satisfactory to both associations that the new agreement was arranged on a much broader basis.

During the Paris Exposition this summer, the number of Americans who go abroad will be much larger than usual, and a very large proportion will be wheelmen. It goes without saying that the wheeling element will take advantage of the international agreement.

## Advertising the League

SYSTEMATICALLY

By GEO. L. MCCARTHY, Chairman  
National Press Committee



GEO. L. MCCARTHY.

Upon the National Press Committee devolves the duty of supplying the newspapers of the country with all the news of the League as well as special articles upon subjects outlined in the statement of objects of the organization. This is a department of which but few League members have any knowledge, though its work is more evident than that of all the other committees combined. It is really a committee of which the League should be proud for it is a novelty in its way. There is no other organization of the same or similar kind in this country which has such a committee, though press bureaus are used in certain lines of business.

The committee is composed of practical newspaper men located in various parts of the country, selected with a view to covering all sections in the most efficacious manner. When first appointed last year there were no precedents to guide them in organizing the committee because of its being the only one of its kind and the members of it had to proceed upon entirely original lines. How they have done so is shown in the system of operations now in vogue. This consists in three distinct methods of transmitting news to the papers. The first is through a bulletin, issued weekly, which goes to all of the leading papers and contains the current news of L. A. W. happenings. The second is through syndicate associations which cover all of the smaller daily and weekly papers in all states. The third is through telegraphic dispatches on matters of immediate importance. This last is sent through such news associations as the Associated Press and the Publishers' Press Association. From this outline it can be seen that L. A. W. news is sent to practically every paper in the country. In fact nearly all items of League doings which are seen in newspapers in all of the states come through the Press committee.

The amount of work necessary in such a

committee is not realized except by practical newspaper men. The mere work of sending out such matter is, in a sense, mechanical. Added to it is the labor of collecting the news and keeping in communication with all of the sources of information. This requires the members of the committee to be constantly alert and how well they succeed is shown in the vast amount of matter sent out from the committee's headquarters. Besides it is necessary to keep in touch with the various movements of interest to wheelmen throughout the country and to make the most of them from an L. A. W. view, and in this feature the committee frequently makes suggestions to the national officers or the other committees from information they receive and which could be gotten in no other way.

The good roads movement requires the committee to contribute special articles upon the subject from time to time, for distribution where it will be of assistance, and the other objects of the League also require the same attention occasionally. These as well as all other matter sent out by the committee are distributed on a systematic plan that there may be as little waste of effort and finance as possible.

That the work of the committee has been beneficial in checking the decrease in membership and in interesting new riders there can be no doubt. But to make it most profitable the work of the committee must be followed by the local consuls. The press work is not designed for direct recruiting but it does interest wheelmen and gives them knowledge of the League and its work which materially assists the consul approaching a prospective recruit. This is a fact that should be borne in mind by the consuls, as without their assistance much of the press work is useless.



## Paragraphs from the Past

Events of Other Days  
As Related When They Occurred.

The caption of this department, which we mean to make a regular feature, explains its purpose. We can best judge the speed of the present age, and the progress we are making, by the speed and progress of other days, and if this department had no other purpose, it would still be worthy of our space. But in addition to the instructive trend of "Paragraphs of the Past," there is no doubt that it will be full of interest to the old timers who lived the incidents to be retold, and to the new comers to whom the old days are a shrouded mystery.

There was no feature of early American cycle journalism that attracted greater attention than Sterling Elliott's Hickory wheel advertisements, and it is fitting, therefore, that we should give some of Mr. Elliott's sayings the premier position in this melange.

This is what Hickory Sterling had to say in the L. A. W. Bulletin of December 19, 1890:

### AN (AUTO) BIOGRAPHICAL SKETCH

I have received from the publishers of a sporting paper a letter stating that my efforts in the direction of bicycle reform have aroused much curiosity on the part of the cycling public, and that my picture, together with a brief biographical sketch, would be of interest to their readers, and that if I will send photograph, together with the main facts of my history, they will have an engraving made, and print the whole business for \$20, and then, by an almost superhuman condescension they say: "P. S. The cut would be sent to you when we were through with it." How they could afford to spare a cut as useful to them as that would be I can't understand, but that is just what they said. Such fidelity to the interests of readers is rare, and I feel flattered that any one would be willing to hold me up to the light on such easy terms. However, I feel an instinctive dread of those biographies where the victim drops the "main facts" in a slot, and "they do the rest," and it requires more striking features than mine to stand being made up into one of "the most unkindest cuts of all." I have decided to forestall any garbled biography that might appear in the "Police News" or elsewhere, by giving the "main facts" right here.

I was born. (You might have inferred as much, but in these days of patent incubators I thought it well to mention it.)

Just where I was born I don't remember, being quite young at the time. It makes little difference, anyway, as I have moved several times since, and have never been "born again." My parents were poor (this

fact would easily identify them as being my parents), and I am glad it was so, for I find that nearly all great men were brought up by hand. In after years I wouldn't want my ambition to make Hickory Bicycles handicapped by having thrust upon me the proceeds of wealthy parents.

My father was a shoemaker. There can be no mistake about this, as I remember distinctly the strap which he used about his business (and me). There was no hickory growing near our house. My mother seldom punished me, a fact which may be regretted when she sees this.

She made for me (from father's old ones) many a pair of those reversible pants for which economical mothers are famous, though barring an occasional "hair cut" hers were mostly deeds of kindness.

Soon after I was permitted to wear suspenders, it began to dawn on me that my father (though the neighbors thought well of him), was not smart enough to have charge of a boy of my calibre. Holding such views, it was natural that I should give them outward expression, and many arguments resulted, some of which began in the front part of the house, and ended in the woodshed. I soon found that in the limited time at my disposal it was impractical to bring him to my way of thinking, and there was but one way out of it, and that was down the railroad track. Having severed the business connections heretofore existing between myself and father, it was at once necessary to open negotiations between my "Uncle" and me, and I might add that although the experience and judgment of my father took on a greatly enhanced value in my estimation during the succeeding years, my "uncle" always struck me about the same (and does yet).

STERLING ELLIOTT,  
Newton, Mass.

P. S.—I nearly forgot to mention that for several years I was a regular attendant at the Methodist Sunday School, and used to sing with much earnestness (and the other scholars) that beautiful little hymn entitled, "I Want to be an Angel." My teacher told me years afterward that she had spells of wishing that my desire might be gratified.

In the L. A. W. Bulletin of July 11, 1890, we read:

"The first event was the one mile novice, and it brought out nine starters. J. P. Bliss, of Chicago, took the lead on the second lap and held it to the finish; time, 3:22 1-5."

The story from which the above paragraph was taken referred to the Missouri division annual meet at Columbia. And here we have the first track victory of a little man that set the racing enthusiasts wild with his remarkable performances during the early nineties.

Since Thursday, November 13th, the family of F. E. Spooner consists of three persons. The new member is a boy, and the mother and 'appy father are both doing well.—L. A. W. Bulletin, Nov. 21, 1890.

## Bicycle Regulations in Large Cities

INFORMATION  
FURNISHED BY CITY CLERKS

The touring wheelman needs to know the various cycling regulations of various cities, and for his benefit the L. A. W. Magazine has gathered statistics covering the principal points. The data herewith given was furnished by city clerks, and is therefore to be relied upon as authoritative:

Allegheny, Pa.—Lamps, no; bells, yes, penalty, \$10; speed limit, 10 miles.

Atlanta, Ga.—Lamps, no; bells, yes, penalty, various; speed limit, 4 to 6 miles.

Baltimore, Md.—Lamps, yes, penalty, \$5, bells, yes; speed limit, none.

Boston Mass.—Lamps, no; bells, yes; speed limit, 10 miles.

Buffalo, N. Y.—Lamps, no; bells, yes, penalty, \$5; speed limit, 5 to 8 miles.

Cambridge, Mass.—Lamps, no; bells, yes; speed limit, 10 miles.

Camden, N. J.—Lamps, yes, penalty, \$3.67; bells, yes, penalty, \$3.67; speed limit, 10 miles.

Charleston, S. C.—Lamps, yes, penalty, \$1 to \$20; bells, yes, penalty, \$1 to \$20; speed limit, 7 miles.

Chicago, Ill.—Lamps, yes, penalty, \$3 to \$10; bells, no; speed limit, 10 miles.

Cincinnati, O.—Lamps, yes, penalty, \$5; bells, yes, penalty, \$5; speed limit, 8 miles.

Cleveland, O.—Lamps, yes, penalty, various; bells, yes, penalty, various; speed limit, 10 miles.

Columbus, O.—Lamps, yes, penalty, \$1 to \$50; bells, no; speed limit, none.

Dayton, O.—Lamps, yes, penalty, \$1 to \$10; bells, no; speed limit, 4 to 8 miles.

Denver, Colo.—Lamps, no; bells, no; speed limit, 4 to 8 miles.

Des Moines, Ia.—Lamps, yes, penalty, \$1 to \$20; bells, no; speed limit, see note.

Detroit, Mich.—Lamps, no; bells, no; speed limit, 8 to 12 miles.

Evansville, Ind.—Lamps, yes, penalty, \$1 to \$5; bells, yes, penalty, \$1 to \$5; speed limit, 10 miles.

Fall River, Mass.—Lamps, no; bells, yes; speed limit, 10 miles.

Grand Rapids, Mich.—Lamps, no; bells, yes, penalty, \$1 to \$100; speed limit, 7 to 15 miles.

Hartford, Conn.—Lamps, yes, penalty, \$5; bells, no; speed limit, 8 to 10 miles.

Indianapolis, Ind.—Lamps, yes, penalty, \$5; bells, yes, penalty, \$5; speed limit, 10 miles.

Jersey City, N. J.—Lamps, yes, penalty, \$3 to \$5; bells, yes, penalty, \$1 to \$20; speed limit, 8 miles.

Kansas City, Mo.—Lamps, no; bells, no; speed limit, none.

Lincoln, Neb.—Lamps, no; bells, no; speed limit, none.

Louisville, Ky.—Lamps, yes, penalty, \$10; bells, yes, penalty, \$10; speed limit, none.

Lowell, Mass.—Lamps, no; bells, yes; speed limit, 10 miles.

Lynn, Mass.—Lamps, no; bells, yes; speed limit, 10 miles.

Memphis, Tenn.—Lamps, yes, penalty, \$5; bells, no; speed limit, none.

Milwaukee, Wis.—Lamps, no; bells, yes, penalty, \$3 to \$10; speed limit, none.

Minneapolis, Minn.—Lamps, no; bells, see note; speed limits 7 miles.

Nashville, Tenn.—Lamps, yes, penalty, \$5; bells, yes, penalty, various; speed limit, none.

Newark, N. J.—Lamps, yes, penalty, \$5; bells, yes, penalty, \$5; speed limit, 10 miles.

New Haven, Conn.—Lamps, yes, penalty, \$1 to \$5; bells, yes; speed limit, 8 miles.

New York, N. Y.—Lamps, yes, penalty, \$1 to \$10; bells, yes; speed limit, 3 to 8 miles.

Omaha, Neb.—Lamps, yes, penalty, \$1 to \$5; bells, no; speed limit, 8 miles.

Philadelphia, Pa.—Lamps, yes, penalty, \$5; bells, yes, penalty, \$5; speed limit, 7 miles.

Pittsburg, Pa.—Lamps, yes, penalty, \$5 to \$50; bells, yes, penalty, \$5 to \$25; speed limit, 10 miles.

Providence, R. I.—Lamps, no; bells, yes, penalty, \$5 to \$20; speed limit, see note.

Reading, Pa.—Lamps, yes, penalty, \$5; bells, yes, penalty, \$5; speed limit, none.

Rochester, N. Y.—Lamps, no; bells, yes, penalty, \$5; speed limit, 6 to 8 miles.

St. Louis, Mo.—Lamps, no; bells, no; speed limit see note.

St. Paul, Minn.—Lamps, yes, penalty, \$1 to \$100; bells, yes, penalty, \$1 to \$100; speed limit, 6 to 10 miles.

San Francisco, Cal.—Lamps, no; bells, yes; speed limit, 6 miles.

Scranton, Pa.—Lamps, yes, penalty, \$2 to \$10; bells, yes, penalty, \$2 to \$10; speed limit, 6 to 8 miles.

Syracuse, N. Y.—Lamps, no; bells, yes, penalty, \$5; speed limit, 7 miles.

Toledo, O.—Lamps, yes, penalty, \$2; bells, yes, penalty, \$10 to \$50; speed limit, 8 miles.

Washington, D. C.—Lamps, yes; bells, yes; speed limit, 6 to 12 miles.

Wilmington, Del.—Lamps, yes, penalty, \$5 to \$10; bells, yes, penalty, \$5 to \$10; speed limit, 7 miles.

Worcester, Mass.—Lamps, no; bells, yes; speed limit, 10 miles.

NOTE.—Where penalty is not named it is either left to the discretion of the judge, or has not been indicated in information sent us. When speed limit is given in two numbers, as 6 to 8, it means 6 miles an hour around corners, and 8 miles elsewhere. In Atlanta it is 4 miles within the fire limits, and 6 miles elsewhere. In



Washington it is 6 miles at street intersections, where there are street car tracks, and 12 miles elsewhere. St. Louis has no speed limit except in parks. The Providence speed limit is a "common traveling pace." Minneapolis requires the use of bells in parks. In Des Moines the speed limit is a moderate gait. Before you ride in Allegheny, Evansville, Indianapolis, Pittsburg or Toledo, secure a local license tag.

Suggestions — In addition to observing the regulations above mentioned, wheelmen will find it advantageous, as a precaution against arrest, to govern themselves in accordance with the following suggestions, covering points on which some cities have legislated, and others have not.

Keep to the right.

Ride no more than two abreast.

Keep off the sidewalks.

Move cautiously around corners.

Ride straight, keep your wheel under control, sit so you have a clear view of the road, and keep at least one hand on the handle bar.

Before riding on a cycle path find out whether or not you are entitled to use it without buying a license tag.

If you collide with another wheelman, or a pedestrian, dismount, and if he asks for your name and address, give it.

## Motor Cycles

AS THEY COME AND GO

In France and England, particularly in France, there are large establishments that are devoted to the making of motor cycles. While the industry so far has been devoted almost exclusively to the manufacture of motor tri-cycles, motor driven bicycles have come in for a share of attention and are gradually forcing their way into prominent notice as the experience of makers and buyers teach for better construction and a better understanding.

Up to the present time, in this country, but two establishments have paid particular attention to the motor tri-cycle and but one of these has made any consistent bid for public favor. Motor tandems have come in for some little notice but as yet they are built for racing purposes only. What the future holds out for the tandem for general use, is yet to be decided, an element in that future being the subject of good roads, as the tri-cycle convertible into a quadricycle is now the machine of light weight for two people. The point here made is, that with the use of either the three wheeler or the four wheeler it is necessary to have either three or two tracks, respectively, whereas with the tandem there is only the necessity for one track. On the other hand the tandem may offer some objection in its management where one of the riders of it is to be a woman.

In motor cycles, taking in the entire category, it is the motor bicycle that holds out many promises of pleasure to those who are brave enough to make the first plunge and their position will be somewhat comparative with the position of those who were first bold enough, some ten years ago, to take up the pneumatic tire. The bicycle, by virtue of its comparative cost and facility for storing it, must continue to be the choice of most people and it is because of these factors that it will be potent for immense activity in all that is connected with it. The motor bicycle, like the tri-cycle, has its greatest present vogue in France, one maker of a notable success in this line being ninety days behind in deliveries. This particular make is now being imported into this country and will serve to show the way to the progressive spirits of the land.

While we cannot point to any prominence in this line of manufacture in the United States, at the present time, from time to time we are in receipt of information that indicates what is promised for the future and it is safe to say that by another season the prospective buyer of a motor bicycle will have offered for his choice several "brands," any one of which will give new zest to cycling as a pastime and as a business need. Indications are now before us that by next year, at the latest, the bicycle builders will find the same opportunity and means for building motor bicycles that are now offered for the construction of bicycles to be driven by the feet.

Milwaukee is counted upon to bring about a meeting of the motors at the L. A. W. meet and if the new style of racing does not receive a great boom at that time it will surprise everyone, for "the bright spot" will be the Mecca of all cycling motorists in the country and there will be every opportunity to bring off some exciting races.

The motor tandem tri-cycle mile has been made on a third-mile board track in 1:20 2-5. Judge and Miller made this time at Montreal. When Major Taylor's steam tandem last season paced him a mile in 1:19 on the half-mile cement track at Chicago, it was said that this time would never be approached with gasoline. Today Miller says that it will be possible to do the mile in 1:10 or better before the close of the season, and Henshaw predicts the mile in one minute.

Motor cycles may have to be shipped as express and not as excess baggage. The Union of baggage men has taken action against the big boxes in which these machines are shipped and threaten to go on a strike if, it is said, the railroads insist upon the baggage men handling the machines.

On May 27, the French racing motor tri-cyclist, Beconnais, lowered the 100 kilometer road record to 1:18:57. This is equal to a pace of over 47 miles an hour, or a mile in about 1:17, and when it is understood that there were several turnings in the course the performance can be counted as truly marvelous.

## L. A. W. MAGAZINE

AND GOOD ROADS  
OFFICIAL ORGAN OF THE  
League of American Wheelmen

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JULY, 1900.

If it is true, as Isaac B. Potter, former president of the League of American Wheelmen, once declared, that bicycle side paths are a rebuke upon bad roads, then there can be no measure of doubt that by this time the poor highways of the country have been thoroughly censured, for side paths are spreading with unexampled rapidity, promising in due season to form a net work of passage ways for bicycle riders the continent over. The bicycle side path is a growing institution the full popularity of which one can only imagine, but there is no other feature of cycling life that has a greater hold upon the hearts of American cyclists.

Long suffering in their appeal for improved highways, but finding in the good roads gospel no immediate relief from those endless belts of ruts and mud, which we, by courtesy, style highways, the wheelmen of the United States found in cycle paths the very thing essential to their happiness, and no sooner had New York, that truly Empire commonwealth, offered proof that these paths were within the reach of all organized wheelmen than state legislatures everywhere were besieged by bands of riders seeking side paths legislation, with the result that New York's good example has been followed to the letter in several of the progressive eastern states and the promise of like legislation in many other states at the next sitting of the various legislatures. Side paths constructed and maintained by local enterprise had previously been built and used with satisfaction and delight, but it was the glorious precedent established by New York that gave the side paths movement its first real impetus; and, therefore, it is to the commonwealth ruled over by our always admirable Teddy that we must extend our thanks.

And now, having defeated bad roads in a manner not foreseen by those foes of progress who decried the cause of improved highways, and having emphasized the victory by building hundreds of miles of paths benefitting none but wheelmen, bicycle side path advocates have encountered a new species of the human incomprehensible, who is no less exasperating than was the wheelmen's enemy of other days—the fellow satisfied to drag his truck to market through mud to the axles. This new obstructionist is the property-owner-standing-on-his-legal-rights, and he'll be gosh darned if any bicycle idiot's race track shall be turned up in front of his land! And so he has gone to court, but his going has brought him little satisfaction. It has but proved the constitutionality of side path laws and left him in worse discomfiture than before. Nothing now remains for him to do but to set up Gatling guns and shoot wheelmen into shreds.

Within the month three courts have had to pass on the question whether or not side paths for the exclusive use of wheelmen and pedestrians could legally be constructed. In the state of Washington, where side paths are built under the supervision of city authorities, at the expense of wheelmen, it has been decided that every city has the right to improve its streets and that side paths are a street improvement. In New York state, the legality of side path legislation has been established, and in Pennsylvania, owing to faulty construction, the law was declared unconstitutional, the letter and not the spirit of the law conflicting with the state constitution. But defeated though this decision be, its effect will be beneficial, for it will result in the passage by the next legislature of a side path law conforming to the state constitution—and a good law is always preferable to one that will not stand trial, even though one must needs wait patiently for its enactment. Therefore, while Pennsylvania's side paths must necessarily be delayed, their construction is but the matter of altering a law, the point of constitutional right to construct paths remaining unchanged by Judge Simonton's decision. And very naturally so.

To say that side path legislation is class legislation and therefore illegal is bosh. When the first sidewalk was legally constructed, the law took into consideration a difference existing between pedestrians and drivers, and established a precedent that will live through all the ages and be applicable on each occasion when, in the natural course of events, it becomes desirable or necessary to apply it. If pedestrians are by law entitled to a portion of the highway set aside for their exclusive use, why are wheelmen, when they exist in numbers sufficient for the law to take recognition of them, not entitled to a portion of the highway for their exclusive use? The matter is one involving safety and order on streets and roads, and every time safety and order can be increased by some new arrangement of travel, at such a time is there reason for the legal recognition of the need. At least, that is the layman's opinion.



# Program of the 21st Annual National Meet of the L. A. W.

MILWAUKEE, WIS., JULY , 11, 12, 13, 14 and 15, 1900.

## Monday, July 9—

Century runs to Milwaukee from Minneapolis and Chicago.

## Tuesday, July 10—

Reception of visitors. Short trips about the city.  
Evening—Reception at clubs.

## Wednesday, July 11—

All day runs to Waukesha, Oconomowoc, Pewaukee and Little Muskego Lake.  
Forenoon—Runs to Bay View and South Park, Wauwatosa and National Soldiers' Home, West Park and North Avenue, Milwaukee Cement Works, Mineral Park, Williamsburg and Pleasant Valley.

Afternoon—Multiplet road race on Grand Avenue.

Winner..... 2 ..... 3 ..... Time.....

Evening—Boat ride on Lake Michigan.

## Thursday, July 12—

Forenoon—Runs to Forest Home Cemetery, Whitefish Bay, Juneau and Lake Parks, Grand Avenue, Highland Boulevard and Reservoir Park. Races at Exposition Building—

One-third mile national professional championship.

Winner..... 2 ..... 3 ..... Time.....

Cream City handicap, professional.

Winner..... 2 ..... 3 ..... Time.....

I. C. U. trial, amateur.

Winner..... 2 ..... 3 ..... Time.....

Two-thirds mile handicap, amateur.

Winner..... 2 ..... 3 ..... Time.....

Evening—Annual "Hot Time" Smoker.

## Friday, July 13—

Forenoon—Runs to Humbolt Avenue and Milwaukee Cement Works, Lake Park and Whitefish Bay, West Park and Wauwatosa, South Park and St. Francis and Cudahy.

Afternoon—Picnic at North Milwaukee Park. Races at Exposition Building—

National championship, professional.

Winner..... 2 ..... 3 ..... Time.....

One-third mile handicap, professional.

Winner..... 2 ..... 3 ..... Time.....

Mile 2:15 class, professional.

Winner..... 2 ..... 3 ..... Time.....

Middle distance match, professional.

Winner..... 2 ..... 3 ..... Time.....

I. C. U. trial, amateur.

Winner..... 2 ..... 3 ..... Time.....

Dorner two-mile handicap, amateur.

Winner..... 2 ..... 3 ..... Time.....

## Saturday, July 14—

All day runs to Port Washington via Thiensville and Grafton, Pewaukee via Waukesha, Little Muskego Lake via Hales Corners, Racine via South Milwaukee.

Forenoon—Runs to Pleasant Valley, Mineral Spring Park, National Park, Soldiers' Home and Kosciusko Park. Races at Exposition Building—

National championship, professional.

Winner..... 2 ..... 3 ..... Time.....

Sanger one-mile handicap, professional.

Winner..... 2 ..... 3 ..... Time.....

Middle distance match, professional.

Winner..... 2 ..... 3 ..... Time.....

I. C. U. trial, amateur.

Winner..... 2 ..... 3 ..... Time.....

One-third mile handicap, amateur.

Winner..... 2 ..... 3 ..... Time.....

## Sunday, July 15—

All day runs to Waukesha, Oconomowoc, Lake Geneva, Kilbourn City and Madison. Races at Exposition Building—

Middle distance match, professional.

Winner..... 2 ..... 3 ..... Time.....

One-third mile dash, professional.

Winner..... 2 ..... 3 ..... Time.....

One mile open, amateur.

Winner..... 2 ..... 3 ..... Time.....



# L. A. W. OFFICIAL DEPARTMENT

## The League of American Wheelmen

Is an organization to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways by promoting in the public mind a sense of the utility, general economy, and desirability of high class roads, and persuading legislators to make laws and provide money to create better highways. We have succeeded, already, very much legislation, but our work is no more than begun. We need the influence and the contribution of every wheelman to further this work.

We protect our rights and promote our interests by influencing legislation favorable to wheelmen, and by opposing the same if prejudicial to our weal.

In brief, we seek by co-operative endeavor to secure results not otherwise obtainable.

We invite every man of good character who rides a wheel to join us in prosecuting the good work we have undertaken.

Every full-paid member is entitled to the Official Organ, which is published monthly.

By co-operative endeavor we publish road books, maps, hand books, etc. The work of collecting and compiling is done by our zealous members, and thus we do the work at small expense and give our members the benefit.

Our Hotel system gives to members a discount at hotels when traveling.

Our Consul system provides a man in every town and city whose duty it is to assist touring members. Our spirit of fraternity unites wheelmen in a common brotherhood.

Our system of Repair shops secures repairs to League members at reduced rates.

Our agitation and work in the Legislatures of different States has given to wheelmen the free carriage of wheels as baggage on the railroads. Our work in this direction is incomplete. We have done much, but much remains.

Membership in the L. A. W. entitles one to receive a ticket of membership in the Cyclists' Touring Club of Great Britain. The C. T. C. has a very complete system of hotels, consuls, repair shops, etc., in Great Britain and on the Continent, and the use of these, at reduced rates, is at the command of ticket holders. Holders of the C. T. C. ticket can obtain free entry of their cycles into France, Germany, and other Continental countries, but if they intend visiting Belgium, Switzerland, Italy or Austria, it is recommended that they become members of the C. T. C. The latter countries require that the ticket must contain photograph of the holder and the official stamp of the C. T. C., which must be applied at the London office. Great Britain has no customs duties on wheels.

We have an arrangement with the Canadian Government whereby members of the L. A. W. may take wheels into Canada, for a period not to exceed three months, without a deposit of money for the duty. The L. A. W. personally guarantees the return of the wheels to America and thus stands behind the member. Non-members must deposit \$25.00. We supply, gratis, to members, a ticket of membership in the Canadian Wheelmen's Association which will secure hotel and consul privileges in Canada.

Our Touring Department collects and distributes information regarding routes and tours, and its services are at the command of our members at all times.

If the L. A. W. should do nothing for wheel-

men for many years, there is not a wheelman in the United States but owes it his support for what it has done in the past.

It costs Two Dollars for the first year. One Dollar for each year thereafter. These amounts include a yearly subscription to the Official Organ. If the paper is not desired, send 25 cents less in each case.

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## William E. Metzger...

### BICYCLES.

252 WOODWARD AVENUE.

DETROIT, MICH., June 9, 1900.

HYGIENIC WHEEL COMPANY,  
St. Paul Building,  
New York City, N. Y.

Gentlemen:—

One instinctively applauds success, and the success of your cushion device compels me to give open expression to my sentiments regarding its future. In my opinion the Cushion Frame is the greatest practical innovation in the makeup of a bicycle since the advent of the pneumatic tire. It is doing more to popularize cycling than any other modern improvement.

My success in introducing machines equipped in this manner has been phenomenal. Never before in my fifteen years' experience as a bicycle dealer have I handled goods that have appealed more quickly to public fancy, nor have proven more permanently satisfactory than cushion frame bicycles. From present indications I expect to sell at retail, here in Detroit, fully three hundred Cushion Frame Bicycles during the present season. I freely confess that at first I had grave doubts as to the practicability of such a wheel, having remembered the fate of the numberless freaks with which the market is yearly burdened. I am glad to say that I have changed my opinion, however, and firmly believe that the standard wheel of the future will be the cushion frame.

Very sincerely,

WILLIAM METZGER.

No rider will buy a rigid frame bicycle after he has tried one with the cushion frame device. There is no argument about it.—Take an hour's ride on each and we will stand by YOUR decision. The following makes are fitted with Cushion Frame devices:

Pierce, Frontenac, Olive,  
Stearns, Yale, Iver Johnson  
Barnes, Outing, and  
Reading Standard.

## The Hygienic Wheel Co.,

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## Editorial Talks

It will be a midsummer meet this year; but Milwaukee breezes dispel the heat of a July day and we shall not be distressed. We started with Decoration Day meets and then we pushed them forward to the Fourth of July. The next move took us into September and now we are getting back to the vicinity of Decoration Day. We fit our holiday to the shape of our host that he may wear the garment fittingly.

Milwaukee will be indeed a bright spot for those who are fortunate enough to be within its borders on these days from July 10 to 15. There are other things than beer in Milwaukee, though it is said that this beverage has made the city famous. Picnics, sails on the lake, the eating of planked fish and, it may be, clams. We hesitated about the clams because we believe they grow in the country where the baked bean flourishes and do not take kindly to travel by rail. Incidentally there will be contests of speed between men mounted on bicycles.

The Pioneers will banquet as usual. We cannot tell when they will eat nor what they will eat; but we cannot believe they will go hungry. The Pioneers are the elderly fellows of our community, but they do not lack enthusiasm. The old guard likes to get together to talk over old times and swap stories about the glorious deeds of the past. Papa Weston will sit at the head of the table and Chicago promises to send Burly Ayres and some few others. If you are not a Pioneer you ought to be, if you can be.

Interested ones in Massachusetts are disputing as to who got the pen with which the Baggage Bill was signed. The knowing ones are familiar with the fact that almost any one in interest can get the pen with which any Bill is signed and some times there are as many pens out as there are reputed nails of the true cross. Governors in these days have prejudices in favor of fountain pens and steel pens and their writing bears evidence that these tools are used, but the presented pen is always a goose quill. We are inclined to believe that one pen is as good as another for these purposes.

When our good friend Potter was elected President of the League an enthusiastic friend of his rushed to the Secretary's desk and requested the pencil with which the vote was recorded. He got a pencil, and he also got another when Mr. Potter was elected a second time. We were able to create two occasions of happiness at the price of two pencils. No other President can boast so enthusiastic a friend.

Foot passengers on the streets who complain of the recklessness of bicyclers may thank their

stars they are not in Germany. They used sometimes to punish bicyclers there for running into pedestrians; then this practice fell into disuse, and now a Berlin court has just sent a man to jail for two months for recklessly running across one of the principal streets and knocking a bicyclist off his wheel. The most apologetic sort of defence was offered—the man was running home because his wife was about to become a mother for the seventh time. The prosecution, however, insisted upon the letter of the law, that pedestrians must leave the streets free for bicyclists; or, in case it was absolutely necessary to cross, must give every warning to bicyclists. These elementary measures of precaution having been neglected, it was only the fact that the fallen bicyclist received no injuries that induced the court to let the culprit off with so light a punishment. It is added that in view of the constantly increasing recklessness—nay, roughness—of pedestrians toward bicyclists, it would otherwise have inflicted a much severer penalty. If the paragraph in the "Berliner Tageblatt" imparting this item of news is ironical, the irony is hermetically concealed in it.

Now that we have an alliance with the C. T. C. and a very complete set of foreign consuls it may be well to sound a note of warning to our members in regard to the payment of foreign postage. Attention has frequently been called by the postal authorities to the fact that a very large proportion of the mail matter sent to foreign countries is deficient as to postage. The receivers of such letters are compelled to pay double the ordinary rate, and it has been found that, after receiving a quantity of such short paid matter, the addressees frequently issue orders that all short paid American letters shall not be delivered to them. Travelers are often annoyed and inconvenienced by having their letters, which are ordered sent to some boarding house or other place to await their arrival, refused by reason of the double postage which must be paid on them. Another cause of delay and loss of letters is the use by Americans of forms of written characters unfamiliar to French, German and other postal employees. All envelopes should be addressed either with a typewriter or by the pen in imitation of printed letters. Attention is called to the fact that the letter rate is five cents per one-half ounce on foreign mail. A large number of letters are found to bear only a two-cent stamp.

Did you ever see a lot of men line up at a ticket office and take what was coming to them in their turn? And haven't you seen a dear creature in a shirt waist step in at the head of the line and claim attention first though forty men came there before her? We know what the men think, but they don't say it. The man who puts off his renewal till the last moment is always anxious to be served first. We like to serve men in their proper turn but we cannot always do it. It is at such times that we hold opinions not expressed. After this goes out we shall never look for a hurry-up delinquent.

Birds that will not sing must get out of the cage. The situation in Illinois has been very embarrassing. The Chief Consul refused to do anything. Chicago members were complaining, and a new Chief Consul has been furnished. President Sams was placed in a very embarrassing situation, but he proved equal to it and the work will go on in the State by the lake.

Our brothers of the wheel across the fish pond are having less success in getting wheels carried as baggage than we, on this side, have achieved. It has seemed to us that the organized wheelmen of England were indifferent to this special feature. They allowed the decision of a minor court to stand without taking an appeal from it, and this decision was so far-reaching in its effect that it hurt us very much in America. We are glad to note that they are getting their fighting toes on. The organ of the N. C. U. thus fixes the situation:

"It appears very much as if the railway companies intend to absolutely ignore the long-standing grievances of the cyclist, and that being so, it is pretty clear that the time has arrived for the wheelman to fight his powerful opponents with all his energy and strength. It will be a tough battle, but if the Union is only properly supported by the vast numbers of cy-

## How Many League Members Are Dealers?

Among the thousands of wheelmen who are members of the L. A. W., there are without doubt a large percentage who are dealers in bicycles and sundries, and in order to determine the number of dealers who are League members and therefore receive the Magazine, the publishers offer to send to each dealer whose name is on the L. A. W. Magazine mailing list the Cycling Gazette for one year upon receipt of business card and 75 cts. The regular subscription price of the Cycling Gazette is \$1.00 per year.



is the best bicycle trade journal in the world. All its readers are unanimously of this opinion, and they would not be so if there were not real merit in the publication. Its columns are bright and newsy—there isn't a dull paragraph on a single page. Its trade information is always the latest and the most reliable, and its advertisers are the most representative and the most responsible—they are men with whom any dealer would be satisfied to do business.

This special offer is only temporary. It will be to your advantage to accept it at once, and assure yourself that you will receive the best bicycle publication at a less price than the cost of printing.

Sample copy of the Cycling Gazette will gladly be sent free of charge to any dealer requesting it.

Write now, sending your business card and 75 cents to

**Emil Grossman & Bro.,**

PUBLISHERS,

Cleveland, Ohio.

clists in this country the cause of the wheelman should triumph. On the one side we have a vast monopoly—or, rather, a combination of monopolies—which has from the time the cycle was invented, shown itself inimical to cycle traffic, and on the other side we have the cyclists of the country, which practically means the whole of the nation, whose reasonable demands receive the unanimous approval of the press of the whole country. The companies have refused to grant these demands, courteously expressed by the deputation from the Union, and it seems to us that, in the language of the ring, the time has come for cyclists to take their gloves off and show that business is meant. The Union is prepared to fight to the extent of its resources, and it asks for the support of all cyclists in compelling the railway companies to convey cycles at reasonable rates, to take reasonable care of the machines, and to accept responsibility to a reasonable extent for loss or damage."

Why should we not have one day in the year which should be known as L. A. W. day? It is not possible that we can have a large gathering of wheelmen at any one point in the United States. The distances are too magnificent and purses are not distended about this time. There is no reason why we should not have an outing in every section, county or town. Let some day be set apart and called L. A. W. day and let the word go forth that on the day appointed runs, tours, meets, etc., should be conducted. It may be that in some localities a bit of practical work can be done. October is without a holiday. It is one of the best months for riding of the whole year. We nominate Saturday, October 6th for L. A. W. day of 1900. We can think of no better season. If members, club captains, consuls and workers for the cause will take up the suggestion we think that we can have a day's outing that will result in very much pleasure if it does nothing else.

July is the month for rest. It begins with the intense excitement of the national holiday and it takes us the remainder of the month to get rested. We make a great noise, we burn great quantities of powder and then we do the rest. In times gone by it was unsafe to drive a timid horse through bombarded streets, but in these days the bicycle and the automobile can be ridden with safety. The cacophonous small boy is outwitted.

Imagination is a wonderful force. It will even keep us cool if we employ it with discretion. The late Mr. Horace, who used to write poetry in Italy 50 years B. C., when the thermometer on the Capitoline hill ran up above the hundred mark, simply turned his poetic mind towards his Sabine farm and let his imagination sprint among the cool shadowy dells through which his favorite brook babbled—and he believed himself cool. Thinking comes cheaper than ice water and it is less dangerous. Thinking is best adapted to a slow pace. Think of icebergs, ride slowly and you will not scorch.

The automobilists are repeating some of the early mistakes of the cyclists, and they are also paying the penalties. Several of the riders of self-propellers have been fined in a Massachusetts court for road racing. We gave up road racing days ago. And now we must have tracks properly constructed for the carriages that go without being pulled. Else the driver will be pulled.

There were good roads in the country before the L. A. W. was organized; but since that time, and partly through the energy of this influential body of cyclists, many more good roads have been constructed. But what the good roads movement needs today is leadership; and if that be the part that the L. A. W. is playing, we say with all our heart, Go in and win!—Boston Journal.

To make wheelmen behave themselves on the road, to prevent reckless riding and furious scorching—that is one of the problems before us. If all wheelmen were in the League the solution would be easy, but they are not, and the offenders in this direction are not of the League. Nevertheless the ill-considered action of the reckless riders brings the contempt of the outside world upon all riders alike. The League has secured for wheelmen all the rights



and privileges of the road, and now there are wheelmen who seem to think that they alone have rights. It is not the class of wheelmen who worked for and obtained these rights that now constitute the hogs a wheel, and it is quite time to take up cudgels in defence of other road users.

#### Colorado Division

The following have been appointed as official League hotels and repair shops:

Hotels—Alamo Hotel, Colorado Springs, Colo.; Grand Hotel, Pueblo, Colo.

Repair Shops—Wm. Neihelsel, Boulder, Colo.; Waverly Cycle Company, Colorado Springs, Colo.; C. W. Fowler, Pueblo, Colo.

A. H. SEARLES,  
Secretary-Treasurer.

#### Rhode Island Division

At the Board of Officers' meeting held April 13, 1900, it was voted:

To give an Honor medal to each member obtaining 15 new names instead of 20.

To pay bill of Pawtucket Cycling Club for decorating L. A. W. booth at their Fair.

To hold Annual Field Day this Summer.

At a special meeting held Friday, May 25th, it was voted:

To amend Section 1 of article 3 of the Constitution adding after words, "League Club Representatives"—"and Chairman of Standing Committees."

To appropriate sum not to exceed \$100 to the Highway Improvement Committee for use as a Side Path Fund.

To subscribe for the Cycling Gazette for each of the District Consuls.

To appropriate sum of \$10 for use of District Eight.

#### CYCLE PATH COMMISSIONERS

Governor Gregory has appointed the following Commissioners upon the recommendation of Chief Consul Cooke:

Washington County, H. J. Wheeler, 5 years.

Providence County, R. A. Kendall, 4 years.

Newport County, G. R. Lawton, 3 years.

Kent County, V. J. Briggs, 2 years.

Bristol County, C. H. Sparks, 1 year.

N. H. GIBBS,  
Secretary-Treasurer.

#### Pennsylvania Division

I have appointed Mr. F. C. Orr, of 411 Wood street, Pittsburg, vice-consul of the division in place of Mr. T. J. Keenan, Jr., who has resigned.

I wish to take this opportunity to say to the division how profoundly I deplore the loss of Mr. Keenan's services to the division in the office vacated. For years his advice and judgment, valuable and unerring, have been freely given in division emergencies and always to the division's advantage. Mr. Keenan's attention to Pennsylvania's interest was so continuous that he found his private affairs suffering and for this reason was compelled to relinquish his hold upon the vice-consulship. I am sure every member of the division will join with me in recognition and appreciation of his services and with cordial wishes for his success elsewhere.

Yours truly,  
SAMUEL A. BOYLE,  
Chief Consul.

June 5th, 1900.

#### Rhode Island Division

Rhode Island is the smallest state in the Union, but it certainly will not take the back seat in L. A. W. work, especially if the Pawtucket Consulate of the division has anything to say in regard to the matter.

The head of the Rhode Island division is George L. Cooke, and he is a hustler. The leader of the Pawtucket Consulate is Robert A. Kendall, and he has a corps of co-laborers who are just as enthusiastic in L. A. W. work as he is.

For the past two months the Pawtucket Consulate has had plenty of work to do. With the other consulates in the state, it was successful in having passed in the recent session of the legislature an act to provide for the appointment of a side path commission. This commission has just been appointed by Governor Gregory and its members are taken from each of the five counties in the state. They are as

follows: Prof. Homer J. Wheeler, to serve five years; Robert A. Kendall, four years; George R. Lawton, three years; William J. Briggs, two years, and Charles H. Sparks, one year.

This commission is authorized and empowered to construct and maintain side paths along highways or sections thereof, of the state with the approval of the town council of each town or board of aldermen of each city in which the path is to be constructed. The act provides that the paths shall not be constructed along any regularly constructed or maintained sidewalk, except by the consent of the owners of the abutting land. The paths are not to be less than three feet or more than six feet in width, and are to be distinguished from the main traveled road.

The commission is empowered to adopt a form of license each year to consist of an inscription, badge, emblem or device, suitable to be affixed to a cycle. Upon the payment of a small fee which will range from 50 cents to \$1 any person will be entitled to receive a license which will be good for the year in which it is issued. No one will be allowed to ride on the side paths unless provided with a license. The license fees are to be placed in a general fund to be called the "side path fund." This fund will be used for the construction and repair of the side paths. The act further provides for the manner in which the person shall ride on the path, stating the right way to turn when meeting another rider, etc.

Another matter in which the Pawtucket Consulate is interested is the construction of a cycle path or roadway along the Pawtucket river to connect Pawtucket with Providence, the total distance being four miles. In this the consulate is working in conjunction with the horse owners of the two cities. The L. A. W. work in Rhode Island is confined to both wheelmen and horsemen and the enthusiasm among both is intense. It is probable that before many months this cycle or drive path will be started as the League has strong support in the two cities.

The L. A. W. has petitioned the City Council of Pawtucket to authorize the various street railway companies to lay grooved rails. A hearing of the matter was given a couple of weeks ago and wheelmen and horse owners alike attended and the result was that the railroad companies agreed to lay all new tracks of the grooved rail pattern. The railroad companies assured the members of the City Council to this effect. This agreement is an L. A. W. victory.

In all cities there are always complaints registered about nails, glass, etc., being thrown into the street much to the detriment of wheelmen and owners of rubber tired carriages. For any one caught in this sort of work there is a heavy fine provided. But this does not remove the glass and nails from the street. A. H. Sanborn, one of the members of the local consulate has found a remedy for the evil. It is in the form of an L. A. W. cart. This cart is a two-wheeled affair and is prettily painted and lettered with the L. A. W. insignia. It also bears the motto, "We Want Good Roads, League of American Wheelmen." A man attired in a white bicycle suit is hired by the consulate to push the cart about the streets and collect the nails, glass, etc., that he finds. The first day that the cart was out several loads of this material were removed from the streets of the city. On the back of the cart worn by the pusher of the cart are the words, "I am Working for the L. A. W."

From seeing the cart the people have been more careful and it is teaching the careless a good lesson. It is needless to say that there are fewer punctured tires than formerly.

At present the Pawtucket Consulate is forming an L. A. W. club which will be chartered, its object will be to promote social intercourse and discuss matters of interest in general to wheelmen and horsemen. A club room is to be hired and fitted up for the accommodation of wheelmen and a place will be constructed to stack the wheels. The regular L. A. W. uniform will be worn by the members and the club is an assured success.

#### Saturday Evening Post

Special rate on this paper for the summer months has been announced. The usual price is \$2.50 per year, but we can supply the paper for \$1 per year through the summer months. Subscribe through the Periodical Department, Abbot Bassett, manager, 530 Atlantic avenue, Boston, Mass.

#### L. A. W. Touring Department

To expedite the giving of information concerning routes, the seven members of the National Touring committee have each been assigned a certain territory, and it is urged that, as far as possible, the seeker for pointers as to short routes communicate directly with the member having charge of the section of the country in which such route or routes are located. Through-route information, and suggestion as to European tours, will be furnished by the chairman. The personnel of the committee, with the territory assigned to each, follows:

George M. Schell, chairman, 639 Bourse Bldg., Philadelphia, Pa.—Pennsylvania, Delaware and Southern New Jersey.

Alonzo D. Peck, 221 Columbus avenue, Boston, Mass.—New England States (except western Connecticut) and Upper Canada.

W. S. Bull, Vanderbilt Bldg., New York City—New York State, Western Connecticut and Northern New Jersey.

L. W. Ryland, 702 Main street, Richmond, Va.—Maryland, Virginia and West Virginia.

W. C. Munro, 2143 Grand street, W. H. Cincinnati, Ohio—Ohio, Kentucky and Tennessee.

A. D. Black, 147 Forty-second Place, Chicago, Ill.—Michigan, Indiana and Illinois.

A. M. Welles, 300 Phoenix Bldg., Minneapolis, Minn.—Wisconsin, Minnesota, Iowa.

Information concerning routes in sections of the country not included in the above apportionment will be supplied by the chairman.

Requests for routes MUST be accompanied by stamped self-addressed envelope or stamp (preferably the former).

It must not be forgotten that the routes furnished by the touring committee are often made up from road books, maps, etc., that have not been kept up to date. It is therefore urged that tourists who travel over these routes promptly report changes that will make the same trips more pleasant for those who follow them.

League members inquiring for routes should in all instances append their League number as an evidence of good faith.

Press of business having necessitated the resignation of C. H. Vanderhooft, of Minneapolis, Minn., from the National Touring committee, President Sams has appointed in his place Mr. A. M. Welles, of the same city. Mr. Welles is an old-timer, having been a rider since the high-wheel days of 1885; his League membership dates back to July of that year. By virtue of long experience Mr. Welles is peculiarly well qualified to carry on the work of the Touring Department in his section.

In addition to the seven through routes announced in the June number of the L. A. W. Magazine, there have been prepared four others, as follows:

8—Boston to Montreal, with branch trips to the Canada line (Northern Vermont) and the White mountains.

9—Philadelphia to Natural Bridge, Va.

10—Boston to Fall River and Newport.

11—Philadelphia to Delaware Water Gap and Fishkill, N. Y. (connecting with route No. 2—New York to Chicago, via Scranton, Elmira, Buffalo and Canada—at the Water Gap, and with route No. 1—New York to Chicago, via Albany, Buffalo and Cleveland—at Fishkill).

In this connection members should bear in mind that these routes, while prepared for their benefit, will not be supplied in quantities. Several requests have been received by the chairman which have not and will not be complied with. One of them called for "three sets of all the through routes you have prepared." Quite a number asked for "No. 1 to No. 7 inclusive." All the latter requests were granted, although it is apparent that nobody can have use for the entire set of routes, unless it be for reference purposes by division officials or cycling editors.

For the benefit of new members and those who may have mislaid their last month's L. A. W. Magazine, we append the list of routes printed therein:

1—New York to Chicago (via Albany, Buffalo, Cleveland.)

2—New York to Chicago (via Delaware Water Gap, Scranton, Elmira, Buffalo, through Canada and Michigan to Grand Haven; thence across the lake by steamer to Chicago or Milwaukee.)

3—Boston to Albany (to connect with route No. 1) with a branch trip through the Berkshire Hills to the Hudson River (connecting with route No. 1) at Hudson, N. Y.

IT FITS YOUR CYCLE.

YOU CAN

RIDE 50 MILES

AND

PEDAL ONLY 35

WITH THE

Morrow Coaster & Brake

ECLIPSE BICYCLE CO., Elmira, N. Y.

4—Boston to New York (via Springfield), with a branch trip through Berkshire Hills.

5—Boston to New York (via Providence, New London and Long Island.)

6—New York to Washington (via Philadelphia and Baltimore.)

7—Boston to Portland, Me.

In response to numerous requests for information concerning the runs and tours to be held in connection with the coming National meet in Milwaukee, July 10-15, we desire to state that half-day and all-day runs to the numerous parks and near-by resorts for which Wisconsin's metropolis is famous, have been planned by the committee to which that portion of the visitors' entertainment has been assigned. Each day there will be two or more of these runs, headed by various members of the committee, and the visitor may select the ride that seems to promise the greatest degree of pleasure. In addition there will be held, under the auspices of the Century Road Club of America, a monster combination century run. This affair is planned for Monday, July 9, the day previous to the opening of the meet, and the managers propose that all riders from the east and south who are touring to the meet shall congregate at Chicago, and those from the west and northwest at Minneapolis and St. Paul, covering the intervening distance to Milwaukee before nightfall.

Milwaukee riders to the number of several hundreds will meet the Chicago contingent at Waukegan and the St. Paul-Minneapolis party at Watertown—these two towns being the respective half-way points on the two best century routes out of Milwaukee. The pace will be so timed that the monster runs shall reach the L. A. W. meet headquarters at the same hour. Attractive souvenirs will be given to each survivor, and it must not be forgotten that there is no entrance fee of any kind to be paid by those who desire to participate in the run.

Chairman H. B. Fullerton, of the National Highway Improvement committee of the L. A. W., who by virtue of his position as special passenger agent of the Long Island railroad, is well qualified to give information concerning that "Cyclers' Paradise," writes to the effect that since last summer there has been laid down in various portions of the island "upwards of 200 miles of cycle path in addition to those already in existence before the passage of the sidepath law." He also calls attention to the fourteen-mile path from Port Jefferson to Patchogue, connecting at the latter place with the Long Island route from Boston to New York, and which is now in fine condition. This path, he says, makes "an excellent connection for tourists from the western part of Massachusetts, Connecticut and Rhode Island, and, in fact, the northern tier of New England states. Boats run from Bridgeport, Conn., to Port Jefferson

#### L. A. W. EUROPEAN TOUR.

Paris Exposition, France, Switzerland, The Rhine Valley, Germany and Holland.  
F. A. ELWELL, "The Columbia,"  
See Official Dept. of this Magazine, Portland, Me.



## APPLICATION FOR MEMBERSHIP IN THE L. A. W.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue, Boston:

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy five cents for one year's dues, and the remaining twenty five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. Magazine, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town..... State.....

Cycle Club..... Write references on margin below.

daily. There are no charges for bicycles either on these boats or on the cars of the Long Island railroad. Tourists taking in the New York-Boston route (No. 5), connecting with New London at either Greenport or Sag Harbor, should not forget that there is connection between the two places last named—by ferry to Shelter Island, then a 4½-mile cycle path across the island, and another ferry to Sag Harbor. It is often convenient for tourists to use this route on account of train or boat connections."

## Massachusetts Division

Since I again assumed the reign as chief consul, we have been greatly handicapped for lack of an official paper as a means of communication with our members. Massachusetts has held its own relatively with the other large divisions, and we are now beginning to make a net gain. Every cyclist should be a member of the League and help in the grand work being carried on in Massachusetts. Consider what the division has done in the last few years in securing legislation beneficial to wheelmen. In 1887 the guide post law was passed. In 1893 the law for the construction and maintenance of state highways was enacted, and today we ride over state roads all over our state. In 1894 the bill regulating the use of bicycles was passed. Old riders fully appreciate the benefit of this law, for they recall the trouble and inconvenience they had on account of the many ordinances in the different towns. Now we ride all over the state under one general law. This statute of 1894 did away with the necessity of carrying lanterns in all parts of the state except in parks. This year a statute has been passed so that no lanterns

are required even in the parks. We have just defeated the bill to tax all bicycles in the state one dollar. We have secured the passage of a wide tire law. Finally, we have got through the law requiring railroads to carry bicycles as baggage.

All this work is accomplished by co-operation and the several matters to come up next year necessitate the united effort of all. Urge everybody to join. Explain how little it costs to become a member, and how much good they can do by joining. I fear many do not understand how to become a member. Bear down on those who have allowed their membership to lapse, and secure their renewals.

Another matter of importance is to have one or more local consuls in each town. Any member will do a good service if he will interest himself and see if there is a consul in his town. If you do not care to accept such an appointment, please recommend some suitable person to the chief consul.

By a little effort we can put Massachusetts in the lead again. Yours truly,

GEO. A. PERKINS, Chief Consul,  
13 Court Square, Boston.

## Maryland Division

This is the first opportunity, since my election as your chief consul, that I have had to address you and it affords me much gratification to avail myself of it.

I feel that we have a number of things to be thankful for.

Our new Magazine, which, if we may judge from the first issue, bids fair to exceed any that

## RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue Boston:

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number..... Date of Expiration.....

Name.....

Street and No. or P. O. Box.....

City..... State.....

City and Division in which my home is and to which I should be attached.....

Magazine will be stopped at date of expiration. You have 60 days in which to renew.

we have yet had and should prove of great value to us. We were enabled to have passed during the session of the last legislature a free toll bill, a bill compelling the turnpike companies to hang lighted lamps on their gates at night and a sidepath bill giving the wheelmen of Maryland the right to build sidepaths and protect the same. The first path will be built between Baltimore and Washington and the committee having the matter in charge expect soon to commence work.

## STATE MEET

I wish to call particular attention to the state meet which will be held in Havre de Grace on July 3rd and 4th. Every effort will be made to make the meet of 1900 the most successful one we have ever held. Everything will be done for the comfort and entertainment of wheelmen. An (up-to-date) League ticket will admit League members to anything and everything. Special rates on the railroads can be had for this occasion. There will be splendid bicycle races on a new track which is being built in the town. On the night of the third there will be a first-class performance at the opera house, which will be preceded by an address by President Sams.

Havre de Grace is delightfully situated on the banks of the Susquehanna river where it empties into the bay. There is good fishing, excellent boating and bathing and fine shell roads. A number of the clubs are going in bodies. The citizens of Havre de Grace have assured us every attention. In addition to other attractions there will be a display of fire works and a bicycle parade and I trust as many of our members as possible will make it a point to be with us.

## GOOD ROADS PLANK

I am also pleased to note that the Republican party has inserted a good roads plank in its platform and trust that the Democratic party will do as much if not more. Fraternally yours,

JOHN J. McELROY,  
Chief Consul.

## L. A. W. Supplies and Literature

BADGE. The official badge of the L. A. W. is to be obtained at headquarters only. All gold with purple amethyst setting; ¾ in gold \$2; rolled plate, \$1.00.

For veterans we make this badge with the figures representing date of joining in place of the gem.

No. 3 badge has a royal purple rim and garnet setting; rolled plate, 75 cents.

LAPEL BUTTON. A very attractive button with vitrified front, in four colors, 15 cents.

CAP PIN. Same design as the lapel button but larger and with catch pin on back, 20 cents.

DATED CAP PIN. Different design each year. Issued to members in good standing for the entire period covered by the dates. Cap pin for 1900-1901 now ready, 20 cents. Cap pins of back dates, '98-'99 and '99-1900, while they last, 10 cents.

LOCAL CONSUL PIN. For use where Divisions have not adopted an official consul badge, 20 cents.

VETERAN BAR. A bar to be worn above the L. A. W. badge by any person who has been for ten consecutive years a member of the L. A. W. A member may wear this bar, not when he renews and obtains a ticket that covers a date ten years later than he joined, but at the time when he reaches the date. Solid gold, \$2.50.

DECALCOMANIA DECORATION. U.S. shield and L. A. W. emblem, inscribed, colored; 1½x1¾ inch; for decorating bicycles, 3 cents each, by mail; 25 cents per dozen.

HANDLE BAR RIBBONS. No. 1. Royal purple with emblem and L. A. W. initials embroidered in gold; 33 inches long, 1 inch wide, 25 cents.

RIBBON LAPELS. The L. A. W. badge and initials embroidered in old gold on royal purple. Used on handle bar ribbons, on coat collar or sweater. 10 cents each; 2 for 15 cents; 4 for 25 cents.

RUBBER BUTTONS. League emblem stamped on face. Coat front size and sleeve size, 1 cent each.

TICKET HOLDERS. No. 1. Best calfskin, transparent celluloid front, with extra pocket for personal cards, 25 cents. For marking the leather holders with name, 25 cents.

No. 2. Holder has simply a pocket for the ticket, which is exposed to view through celluloid.

RUBBER STAMPS. No. 1, reading, "We Want Good Roads," 10 cents. No. 2, reading, "Join the L. A. W. and Ride on Good Roads," 15

cents. No. 3, fac simile of Good Roads Button, 20 cents. No. 4, "Let's All Work for Good Roads," 15 cents.

BACK TICKETS. In compliance with a desire that has been very generally expressed, we have had plates prepared and printed tickets for all the years since the present incumbent has been Secretary of the League. We offer them for sale to those members who are entitled to them at 10 cents each.

VISITING CARDS, with embossed emblem, royal purple, in left hand corner. In packs of 25, one cent each card. Do your own printing and engraving.

ELECTROTYPES of badge for printer's use, ½ and ¾ inch, 25 cents; 1 inch, 30 cents; 1½ inch, 35 cents; 2 inch, 40 cents; 4 inch, \$1.00.

HOTEL, CONSUL AND REPAIR SHOP SIGN. We have a large sign, 23x20 for use in Divisions where an official sign has not been adopted. Painted on steel. Plain, \$1.50; with name of proprietor painted on sign, \$2.00.

HELPING HAND. Large steel sign, shape of hand, with pointing finger. Used as a guide board. Plain, with word "miles," 25 cents. Painted with destination, 50 cents.

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A copy of any books included in the Good Roads Library will be sent free to any member of the League of American Wheelmen on receipt of postage (a two-cent stamp for each copy). A copy will be sent to any other person on receipt of five cents.



## APPLICATION FOR MEMBERSHIP IN THE L. A. W.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue, Boston:

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy five cents for one year's dues, and the remaining twenty five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. Magazine, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town..... State.....

Cycle Club..... Write references on margin below.

daily. There are no charges for bicycles either on these boats or on the cars of the Long Island railroad. Tourists taking in the New York-Boston route (No. 5), connecting with New London at either Greenport or Sag Harbor, should not forget that there is connection between the two places last named—by ferry to Shelter Island, then a 4½-mile cycle path across the island, and another ferry to Sag Harbor. It is often convenient for tourists to use this route on account of train or boat connections."

## Massachusetts Division

Since I again assumed the reign as chief consul, we have been greatly handicapped for lack of an official paper as a means of communication with our members. Massachusetts has held its own relatively with the other large divisions, and we are now beginning to make a net gain. Every cyclist should be a member of the League and help in the grand work being carried on in Massachusetts. Consider what the division has done in the last few years in securing legislation beneficial to wheelmen. In 1887 the guide post law was passed. In 1893 the law for the construction and maintenance of state highways was enacted, and today we ride over state roads all over our state. In 1894 the bill regulating the use of bicycles was passed. Old riders fully appreciate the benefit of this law, for they recall the trouble and inconvenience they had on account of the many ordinances in the different towns. Now we ride all over the state under one general law. This statute of 1894 did away with the necessity of carrying lanterns in all parts of the state except in parks. This year a statute has been passed so that no lanterns

are required even in the parks. We have just defeated the bill to tax all bicycles in the state one dollar. We have secured the passage of a wide tire law. Finally, we have got through the law requiring railroads to carry bicycles as baggage.

All this work is accomplished by co-operation and the several matters to come up next year necessitate the united effort of all. Urge everybody to join. Explain how little it costs to become a member, and how much good they can do by joining. I fear many do not understand how to become a member. Bear down on those who have allowed their membership to lapse, and secure their renewals.

Another matter of importance is to have one or more local consuls in each town. Any member will do a good service if he will interest himself and see if there is a consul in his town. If you do not care to accept such an appointment, please recommend some suitable person to the chief consul.

By a little effort we can put Massachusetts in the lead again. Yours truly,

GEO. A. PERKINS, Chief Consul,  
13 Court Square, Boston.

## Maryland Division

This is the first opportunity, since my election as your chief consul, that I have had to address you and it affords me much gratification to avail myself of it.

I feel that we have a number of things to be thankful for.

Our new magazine, which, if we may judge from the first issue, bids fair to exceed any that

## RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue Boston:

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number..... Date of Expiration.....

Name.....

Street and No. or P. O. Box.....

City..... State.....

City and Division in which my home is and to which I should be attached

Magazine will be stopped at date of expiration. You have 60 days in which to renew.

we have yet had and should prove of great value to us. We were enabled to have passed during the session of the last legislature a free toll bill, a bill compelling the turnpike companies to hang lighted lamps on their gates at night and a sidepath bill giving the wheelmen of Maryland the right to build sidepaths and protect the same. The first path will be built between Baltimore and Washington and the committee having the matter in charge expect soon to commence work.

## STATE MEET

I wish to call particular attention to the state meet which will be held in Havre de Grace on July 3rd and 4th. Every effort will be made to make the meet of 1900 the most successful one we have ever held. Everything will be done for the comfort and entertainment of wheelmen. An (up-to-date) League ticket will admit League members to anything and everything. Special rates on the railroads can be had for this occasion. There will be splendid bicycle races on a new track which is being built in the town. On the night of the third there will be a first-class performance at the opera house, which will be preceded by an address by President Sams.

Havre de Grace is delightfully situated on the banks of the Susquehanna river where it empties into the bay. There is good fishing, excellent boating and bathing and fine shell roads. A number of the clubs are going in bodies. The citizens of Havre de Grace have assured us every attention. In addition to other attractions there will be a display of fire works and a bicycle parade and I trust as many of our members as possible will make it a point to be with us.

## GOOD ROADS PLANK

I am also pleased to note that the Republican party has inserted a good roads plank in its platform and trust that the Democratic party will do as much if not more. Fraternally yours,

JOHN J. McELROY,  
Chief Consul.

## L. A. W. Supplies and Literature

BADGE. The official badge of the L. A. W. is to be obtained at headquarters only. All gold with purple amethyst setting; ¾ in gold \$2; rolled plate, \$1.00.

For veterans we make this badge with the figures representing date of joining in place of the gem.

No. 3 badge has a royal purple rim and garnet setting; rolled plate, 75 cents.

LAPEL BUTTON. A very attractive button with vitrified front, in four colors, 15 cents.

CAP PIN. Same design as the lapel button but larger and with catch pin on back, 20 cents.

DATED CAP PIN. Different design each year. Issued to members in good standing for the entire period covered by the dates. Cap pin for 1900-1901 now ready, 20 cents. Cap pins of back dates, '98-'99 and '99-1900, while they last, 10 cents.

LOCAL CONSUL PIN. For use where Divisions have not adopted an official consul badge, 20 cents.

VETERAN BAR. A bar to be worn above the L. A. W. badge by any person who has been for ten consecutive years a member of the L. A. W. A member may wear this bar, not when he renews and obtains a ticket that covers a date ten years later than he joined, but at the time when he reaches the date. Solid gold, \$2.50.

DECALCOMANIA DECORATION. U.S. shield and L. A. W. emblem, inscribed, colored; 1½x1¼ inch; for decorating bicycles, 3 cents each, by mail; 25 cents per dozen.

HANDLE BAR RIBBONS. No. 1. Royal purple with emblem and L. A. W. initials embroidered in gold; 33 inches long, 1 inch wide, 25 cents.

RIBBON LAPELS. The L. A. W. badge and initials embroidered in old gold on royal purple. Used on handle bar ribbons, on coat collar or sweater. 10 cents each; 2 for 15 cents; 4 for 25 cents.

RUBBER BUTTONS. League emblem stamped on face. Coat front size and sleeve size. 1 cent each.

TICKET HOLDERS. No. 1. Best calfskin, transparent celluloid front, with extra pocket for personal cards, 25 cents. For marking the leather holders with name, 25 cents.

No. 2. Holder has simply a pocket for the ticket, which is exposed to view through celluloid.

RUBBER STAMPS. No. 1, reading, "We Want Good Roads," 10 cents. No. 2, reading, "Join the L. A. W. and Ride on Good Roads," 15

cents. No. 3, fac simile of Good Roads Button, 20 cents. No. 4, "Let's All Work for Good Roads," 15 cents.

BACK TICKETS. In compliance with a desire that has been very generally expressed, we have had plates prepared and printed tickets for all the years since the present incumbent has been Secretary of the League. We offer them for sale to those members who are entitled to them at 10 cents each.

VISITING CARDS, with embossed emblem, royal purple, in left hand corner. In packs of 25, one cent each card. Do your own printing and engraving.

ELECTROTYPES of badge for printer's use, ½ and ¾ inch, 25 cents; 1 inch, 30 cents; 1½ inch, 35 cents; 2 inch, 40 cents; 4 inch, \$1.00.

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## Shop Talk

The Waltham Manufacturing Company of Waltham, Mass., manufacturers of Orient bicycles is preparing an interesting and attractive 1901 catalogue. It will contain features of interest to every wheelman and be ready in a few days. The firm will send a copy free to readers of the L. A. W. Magazine who send their names and addresses.

On dusty rides it is almost impossible for the cyclist to escape eye troubles. Frequently a bit of dust causes intense pain, as all riders who have thus suffered have reason to know. Glasses are objectionable and are not effective in protecting the eyes, but Murline, manufactured by the Murline Company, Masonic Temple, Chicago, cures all eye troubles almost instantaneously. Murline should be in every cycling outfit.

The Yale bicycle is coming to the front as a racing machine. It has scored many victories that are pleasing to the Kirk Manufacturing Company, Toledo, O., but none of higher merit than that in which John Lawson recently figured. At Los Angeles early this month, Lawson rode his Yale 528½ miles in 24 hours, thereby establishing a new American record for a day's ride.

Visitors to the Milwaukee national meet are urgently requested to visit the plant of the Sanger Handle Bar & Plating Company, and examine the Sanger handle bar model for next year. The Company is convinced that its 1901 product will be the finest in the world, and visitors will miss a treat if they fail to see it.

Sweaters and other cycling paraphernalia usually shrink when they are given the frequently needed bath, but with Wool soap shrinking is obviated. A. G. Spalding says Wool soap is the finest article he knows of for cleaning athletic outfits and Mr. Spalding is in position to know.

In buying chainless bicycles, careful purchasers will take care to see that they are fitted with Leland-Faulconer gears, manufactured by the Leland & Faulconer Manufacturing Company, Detroit, Mich. These gears were the first effective bevel gears manufactured in this country and they are today without an equal.

The Chicago, Milwaukee & St. Paul Railway offers reduced rates to visitors en route to the national meet and in addition thereto promises comfort and fast time to all travelers. The Company has a superb road bed, luxurious cars and its own dining service.

The Chicago & Northwestern railway is the lake shore route to the national meet. From Chicago to Milwaukee the scene is one of continued interest, with ever changing views of beautiful Lake Michigan. The Company offers the regular rates to the meet and gives "quick time," "service unexcelled" and "the best of everything."

Your favorite presidential candidate's photograph on your bicycle bell is an offering made by the Buescher Manufacturing Company, Elkhart, Ind. This timely novelty will be much appreciated by enthusiastic voters. If you like, the candidate's photograph can make way for that of your best girl. Price, \$1; gold plated, \$1.50.

From the far east the Grand Trunk is the railroad for the wheelman to patronize. In connection with the Crosby Steamboat line, the Grand Trunk is the official route to the meet. Tickets are good for a day's stop-over at Montreal either going or returning.

The Grand Trunk, the Northwestern and the C. M. & St. P. will give purchasers a ten-days' extension on meet tickets on payment of a fee of fifty cents to the joint agent at Milwaukee.

A free trial of the Esmond saddle is offered to L. A. W. Magazine readers by the Esmond Saddle Company, of 80 Wall street, New York. This saddle is not immovably fixed to the wheel. It is slung from an elliptical bar attached to the L. pin, so that the rider glides over all obstacles and the vibration and shocks sustained by the machine are not communicated to him. It also has a slight rock from side to side which allows it to yield to the pressure of the leg muscles in making the stroke on the pedals, permitting the full weight of the rider to bear on them, giving greatly increased power, especially in hill-climbing.

Appreciating the value of an accurate record, the southern division of the L. A. W. are using Veeder trip cyclometers for registering distances between various points. The Connecticut division is also using the Veeder cyclometer for correcting the sign boards in the state. Heretofore the division officers accepted the distances given by local authorities and they are now enabled to correct many mistakes made in previous years. The Veeder Manufacturing Company, whose attractive factory in Hartford, Conn., is one of the most complete of its kind in the world, will, in a short time, introduce an odometer for automobiles and carriages. It will retail for \$3.50 and will be made in all sizes, for use on carriages using wheels from 24 to 50 inches in diameter. The odometer is attached to the axle of the vehicle, and like the cyclometer, accurately registers the distance traveled.

The marvelous demand for cushion frame bicycles that is apparent this season emphasizes more distinctly than newspaper praise could possibly do the merit of these comfortable wheels. It is said that the cushion frame is responsible for the return to cycling of more wheelmen who had abandoned the bicycle than the ordinary observer could imagine. In any event, there is not the slightest doubt that cushion frames give to cycling an ease and comfort not otherwise produced, and certainly there is no commendation better than this.

Coaster-brakes are pre-eminently the thing of the season. The rider who isn't using one simply fails to get all the pleasure out of cycling that it is possible for one to secure. With a coaster-brake, one isn't compelled to pedal up hill and down. The coaster-brake user coasts all down grades and thereby stores up power to aid him in climbing the next grade. Among coaster-brakes the Nester, manufactured by the Nester Coaster & Brake Company, Buffalo, N. Y., holds high rank. It has proved in use to be decidedly satisfactory, than which nothing else is to be desired.

For supplies and literature, send to Abbot Bassett, Secretary L. A. W., 530 Atlantic Ave., Boston, Mass.

### Comments on the Magazine

The Magazine is certainly in advance of anything we have ever had. I am pleased with it and so are the members who write to me. A large number in Baltimore have met me on the street and one and all have spoken enthusiastically about the paper. I am sure all of us will find the Magazine a great friend.—Conway W. Sams, president L. A. W.


I am especially pleased with the Magazine's general high-class appearance. You are to be congratulated.—A. B. Choate, second vice-president L. A. W.

The Magazine was a pleasant surprise to me for a first issue and will certainly be a great benefit to the organization if you fulfill its implied promises.—Geo. L. McCarthy, chairman national press committee.


I am pleased to receive the June number of the Magazine; to know that we once more have an official organ, and particularly to compliment you and the officers of the L. A. W. for the substantial and creditable appearance of the publication.—Geo. M. Huss, Chicago.

Allow me to congratulate you on the first number of our new L. A. W. Magazine.—Marriott C. Morris, Philadelphia.

Allow me to extend my congratulations to you on the appearance of the first number of the L. A. W. Magazine. I can truly say that it answers the requirements and needs of wheelmen. I take great pleasure in perusing its columns and am looking anxiously forward to the next number.—R. A. Randall, Pawtucket, R. I.



Read what  
**Spalding**  
the Athletic Authority  
says about  
**Wool Soap**



Washed with "Wool Soap"

**A. G. Spalding & Bros.**  
New York - Chicago

Washed with Common Soap

NEW YORK, February 24th, 1900.

MESSRS. SWIFT & COMPANY, Chicago, Ill.

*Gentlemen:* There has been more or less trouble from people who do not understand how to clean sweaters. They wash them in all kinds of ways, and they shrink up and make no end of trouble. Your Wool Soap is the very best thing to use in washing sweaters.

Yours very truly, (Signed) A. G. SPALDING & BROS.

## We Make Everything That's BEST.

RACERS—Here is the result.

(Copy of Telegram.)

Los Angeles, Cal., June 11, 1900.

KIRK MFG. CO., Toledo, O.

John Lawson on Yale at Velodrome June ninth and tenth won American record, twenty-four hours, five hundred and twenty-eight and one-half miles, official.

E. H. CRIPPEN.

## Cushion Frame Bicycles.

The popularity of the Cushion Frame Bicycle has grown phenomenal. We helped to make it so. Every wheelman is requested to ride a Yale Cushion Frame bicycle one hour, and if you do not pronounce it perfection it is because comfort, economy and style do not appeal to you. We make a complete line of wheels. Send for our very modest catalogue—it is different from others—it is readable.

**THE KIRK MANUFACTURING CO.,**  
TOLEDO, O.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



TO THOROUGHLY  
ENJOY YOUR TRIP  
TO THE

# L. A. W. MEET

July 10th to 15th,

Be sure that your  
ticket reads

**C. M. & St. P. RY.**

CHICAGO, MILWAUKEE & ST.  
PAUL RAILWAY.

Finest Road Bed,  
Most Luxurious Cars  
and our own  
Dining Car Service.

When making up parties of five or more,  
write for special information  
and address

Chicago, Milwaukee & St. Paul R'y,  
95 Adams Street,  
CHICAGO.

**21st National L. A. W. Meet**  
Milwaukee, July 10-15, 1900

Railroad rates to Milwaukee for the National L. A. W. Meet, will be one fare plus \$2.00 for round trip from all points east of the Missouri River, and one and one-third fare west of the Missouri. On all points where fare is \$6.00 or less, rate will be one fare and one-third. All tickets to be purchased on certificate plan. Tickets will be on sale July 7-10 inclusive, good for return up to and including July 15th; limit of certificate will be extended by joint agent for purchase of return ticket up to and including July 25th upon payment of a fee of fifty cents.

TAKE THE ...

## GRAND TRUNK RAILWAY SYSTEM

...TO...

L. A. W. MEET,  
JULY 10th to 15th,  
MILWAUKEE,

...FROM...

BOSTON, PORTLAND,  
MONTREAL, TORONTO,  
BUFFALO, DETROIT,

And All Points East.

The Grand Trunk R. R., in connection with  
the Crosby Steamboat Line, is the Official L. A.  
W. Route from the east. Tickets good to stop  
over at Montreal one day going or coming.

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<b>W. E. DAVIS,</b> Pass. Traffic Mgr., MONTREAL.	<b>G. T. BELL,</b> Gen. P. & T. A., MONTREAL.
<b>G. W. VAUX,</b> A. G. P. & T. A., CHICAGO.	<b>H. G. ELLIOTT,</b> A. G. P. & T. A., MONTREAL.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



L. A. W. Members

when in Milwaukee are invited  
to call at our factory or exhibi-  
tion stand at the Exposition dur-  
ing races and secure

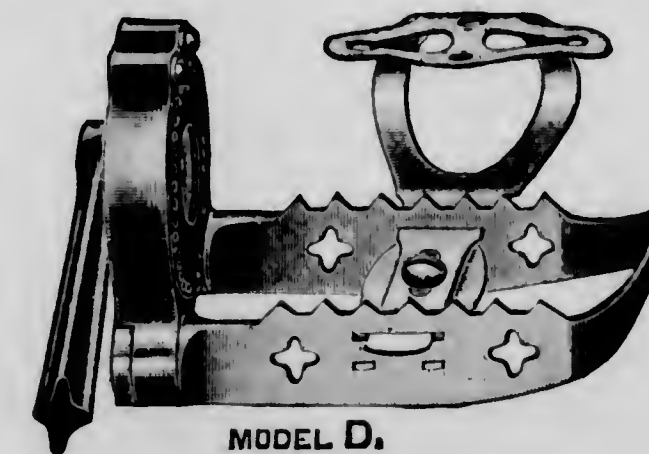
# SANGER BARS

AT WHOLESALE PRICE.

None Better Made —  
Better Finished —  
Or Better Guaranteed.

Sanger Handle Bar Co.,  
MILWAUKEE, WIS.

Less Work—  
More Play.



Climbing Hills  
Easy.

You can get ALL THE PLEASURES from cycling when  
your wheel is fitted with

## Ramsay Swinging Pedals

Full ankle motion, bringing all the muscles into play. The one feature about cycling that makes riders enthusiastic: Not a rider who ever tried the Ramsay Swinging Pedal ever wanted to go back to the old style pedals at any price. Price, \$3.50 a pair. Ask your dealer for it and if he is progressive he either has it in stock or will get it for you. Send for descriptive catalog anyway.

**P. & F. CORBIN, Sole Manufacturers**

NEW BRITAIN, CONN.

P. & F. CORBIN OF NEW YORK.

PHILADELPHIA.

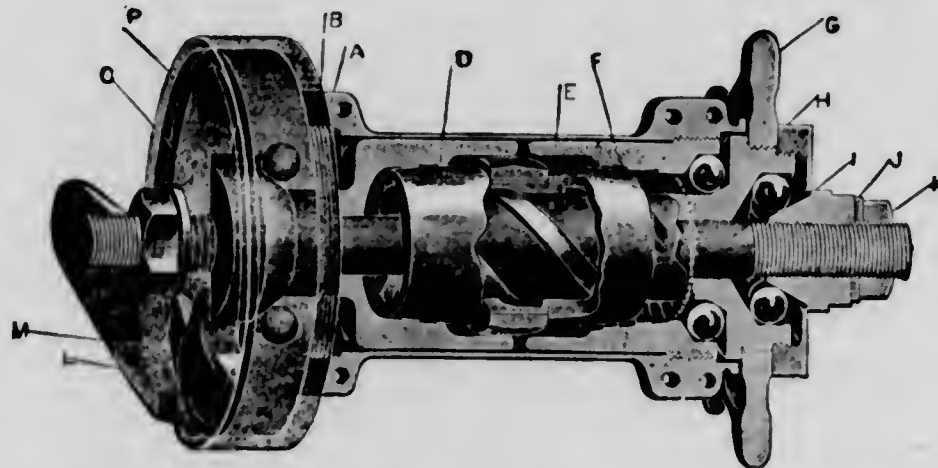
CHICAGO.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



COASTER BRAKES ARE NECESSARY TO COMFORT.  
The Best  
is the **NEW DEPARTURE.**

See our 1901  
Model Before  
Purchasing.



Will coast  
faster and fur-  
ther than any  
other Brake.

MECHANICALLY CORRECT—STRONGEST MADE—NO INTRICATE PARTS.

### Automatically Releases Itself

WHEN PRESSURE IS REMOVED.

It never sticks nor binds. No "kick-off" required. The wheel can be rolled backward or forward. Two sets of bearings, consequently no friction when coasting. No other coaster brake has this important feature. Send for illustrated booklet giving further details.

... Manufactured Exclusively By...

**P. & F. CORBIN, NEW BRITAIN, CONN.**

P. & F. CORBIN OF NEW YORK.

PHILADELPHIA.

CHICAGO.

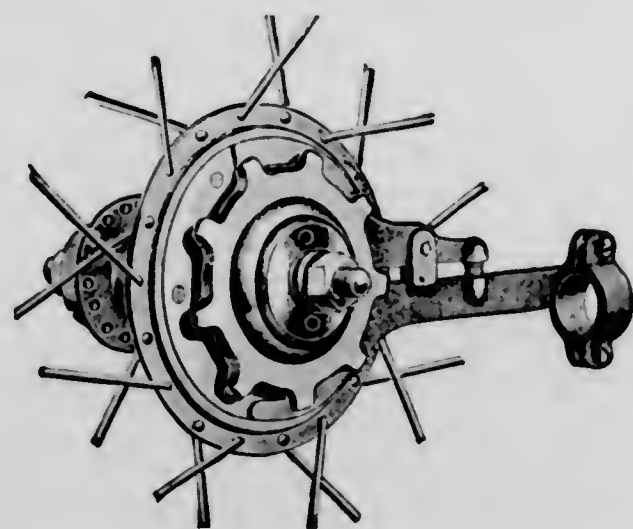


Are the standard Acetylene Gas Cycle Lamps. Their great success is due to the patented system of gas generation which secures a steady bright white light. Your dealer sells them for \$3.00, or we will send them to you express pre-paid for this price.

Our booklet "Solar System" sent free.

**Badger Brass Mfg. Co., Kenosha, Wis.**

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



### Nester Coaster Brakes

MAKE LIFE WORTH  
LIVING.

They are ridden by the entire Buffalo Bicycle  
Police Squad.

They are fully guaranteed by the

**Nester Coaster & Brake Co.,**  
22 Superior St., **BUFFALO, N. Y.**

### Campaign Bell

SOMETHING  
NEW. . . .



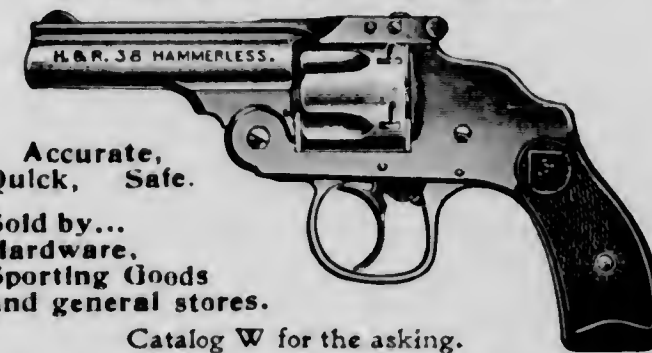
A first-class Continuous Ringing Push Button Bell, with fancy top, and place for photo of your presidential candidate, best girl, or whatever you wish. Price, nickel plated or oxidized, \$1 each. Bell gong, gold plated, \$1.50 each. Sent by mail, prepaid, upon receipt of price. Bell guaranteed to give satisfaction.

**The Buescher Mfg. Co.**

Fine Brass Workers. Elkhart, Ind., U. S. A.

### Life Insurance

goes with H. & R. Hammerless



Accurate.  
Quick. Safe.

Sold by...  
Hardware,  
Sporting Goods  
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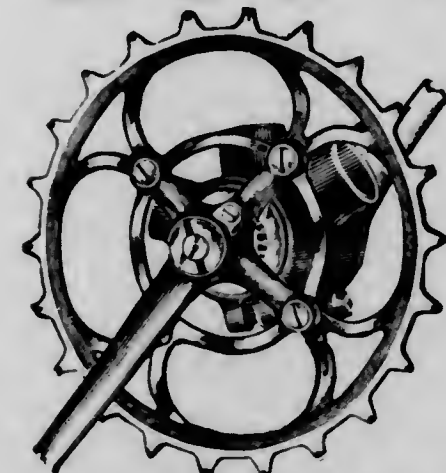
Has the name "Krementz" stamped on the back, showing quality, whether solid or plate, as our plate out-wears some solid buttons. Beware of imitations. You get a new one without charge in case a genuine Krementz button is damaged from any cause. Special styles for Ladies' Shirt Waists and Children's Dresses.

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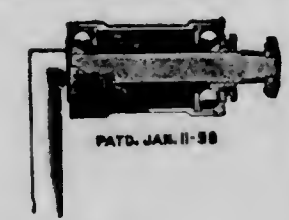


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AND  
Accurately Ground.

Absolutely the Best  
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men prefer them.

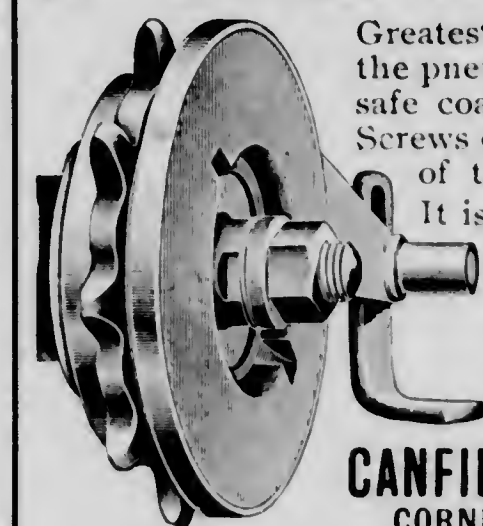


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Booklet free. Address

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"2 DROP EYE CURE"

MURINE is a great favorite with cyclists, and, when used freely prevents smarting, burning and injury to the eye from strong wind.

There are wheel-men who could not ride were it not for

**MURINE.**

Send for book for your eyes, free.

**MURINE CO.**  
CHICAGO.

Murine cures all eye troubles.  
For Sale at Druggists.

### FOR COMFORT



when riding a wheel or enjoying athletic exercise of any kind we would recommend for your consideration to wear a

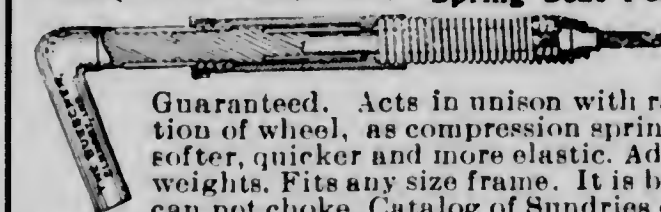
**BIKE JOCKEY STRAP  
SUSPENSORY.**

Such well-known athletes as Jeffries, Fitzsimmons, McCoy, Arthur Gardner,

Major Taylor and other cranks are all wearing them. Send for circular. Ask your dealer, or we will mail the Suspensory on receipt of \$1.00

**SHARP & SMITH, 92 Wabash Ave., Chicago.**

### JAR ABSORBER. Initial Tension Expansion Spring Seat Post. Price, \$2.50 ea.



Pat'd Nov. 7, '99  
Guaranteed. Acts in unison with rapid vibration of wheel, as compression spring can't; is softer, quicker and more elastic. Adjusts to all weights. Fits any size frame. It is ball-bearing can not choke. Catalog of Sundries on request.

**THE BUESCHER MFG. CO., Elkhart, Ind.**

### Prize Medals

Club Pins, Century  
Souvenirs, Cups, Etc.  
Send particulars for  
designs.

**JOHN HARRIOTT,**  
3 Winter St., Boston, Mass.



*Here's a Cockle-burr  
for your memory—*

*The Cleveland is a  
Bicycle that it pays to  
know and Stick to—  
don't forget it.*

*Write — Cleveland Bicycles  
277-279 Erie St.  
Cleveland Ohio.*

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## Wheelmen, Remember...

...THAT...



...Is The Lake Shore Route...

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Fast Trains at Convenient Hours.

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Council Bluffs,  
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San Francisco,

AND ALL THE PRINCIPAL  
CITIES OF

THE WEST AND NORTH WEST.

"Quick Time." "Service Unequaled."  
Our Motto:—"The Best of Everything."

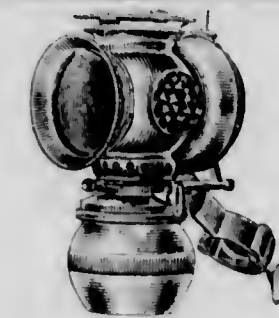
21st National L. A. W. Meet,  
MILWAUKEE, JULY 10-15, 1900.

Railroad rates to Milwaukee for the National L. A. W. Meet, will be one fare plus \$2.00 for round trip from all points east of the Missouri River, and one and one-third fare west of the Missouri. On all points where fare is \$6.00 or less, rate will be one fare and one-third. All tickets to be purchased on certificate plan. Tickets will be on sale July 7-10 inclusive, good for return up to and including July 18th; limit of certificate will be extended by joint agent for purchase of return ticket up to and including July 25th upon payment of a fee of fifty cents.

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3rd Vice President.

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It is, and this is due to its successful system of generation, and this can not be used by others, for it is patented and can be used only in

## The SOLAR

The one bicycle lamp which is universally conceded to be the most successful.

Send for our booklet—SOLAR SYSTEM.

The Badger Brass Mfg. Co.,  
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4,000 genuine high grade guaranteed bicycles with full year's guarantee from day of purchase. Genuine Thor, Faulber or Ewald hanger. Genuine Hunt, Garford or Messinger saddle. Genuine Banner, Rival or Acme pedals. Genuine double or single tube tires. Guaranteed five coats of enamel highly polished in black or other colors. Genuine Plymouth wood rims. These machines are genuine 1900 models made to sell for \$40.00. Write and be convinced. Any machine not found as represented can be returned and money refunded. A deposit of \$1.00 good for 30 days' trial.

RALPH TEMPLER, 80 Lake St., Chicago, Ill.

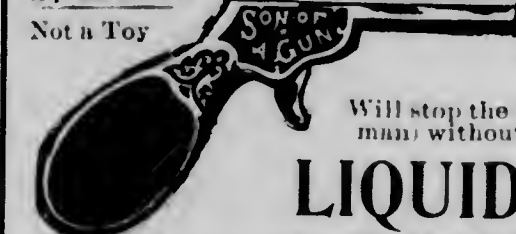
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with the IMPROVED WASH-BURNE PATENT SCARF FASTENER. Useful also for fastening papers or any articles. 10 cents each, by mail. ROSE SUPPORTERS that do not bind the leg nor injure the fabric. By mail, 20 cents a pair. Illustrated Catalogue of these and other novelties free.



American Ring Co. Box 43 Waterbury, Conn.  
By Mail 50c Nickel-Plated.  
Not a Toy Durable.



Will stop the most vicious dog (or man) without permanent injury.

## LIQUID PISTOL

Length of barrel, 3 in.; total length 5 1/2 in.

Parker, Stearns & Sutton. 228 South St., New York  
FIRM WITHOUT BINDING.



No. 3 Toe Clip. Made for all sizes Feet and Drop-Frame Wheels

Pat'd Sept. 14, '07. Price 35c. a pair. Highly finished. Holds foot firm. Easy to get in and out. Prevents lateral motion. Can not bind or affect circulation. Catalogue of high-class Bicycle Sundries upon request. Dealers often offer inferior goods on which they make excessive profits.

THE BUESCHER MFG. CO., Elkhart, Ind

**3 in One** DOES IT ALL!  
Cleans and Polishes, Lubricates, (never gums), Prevents Rust on all metals. Standard of the world. Sold Everywhere. Sample bottle for 2-cent stamp to pay postage.  
G. W. COLE CO., 143 BROADWAY, NEW YORK.

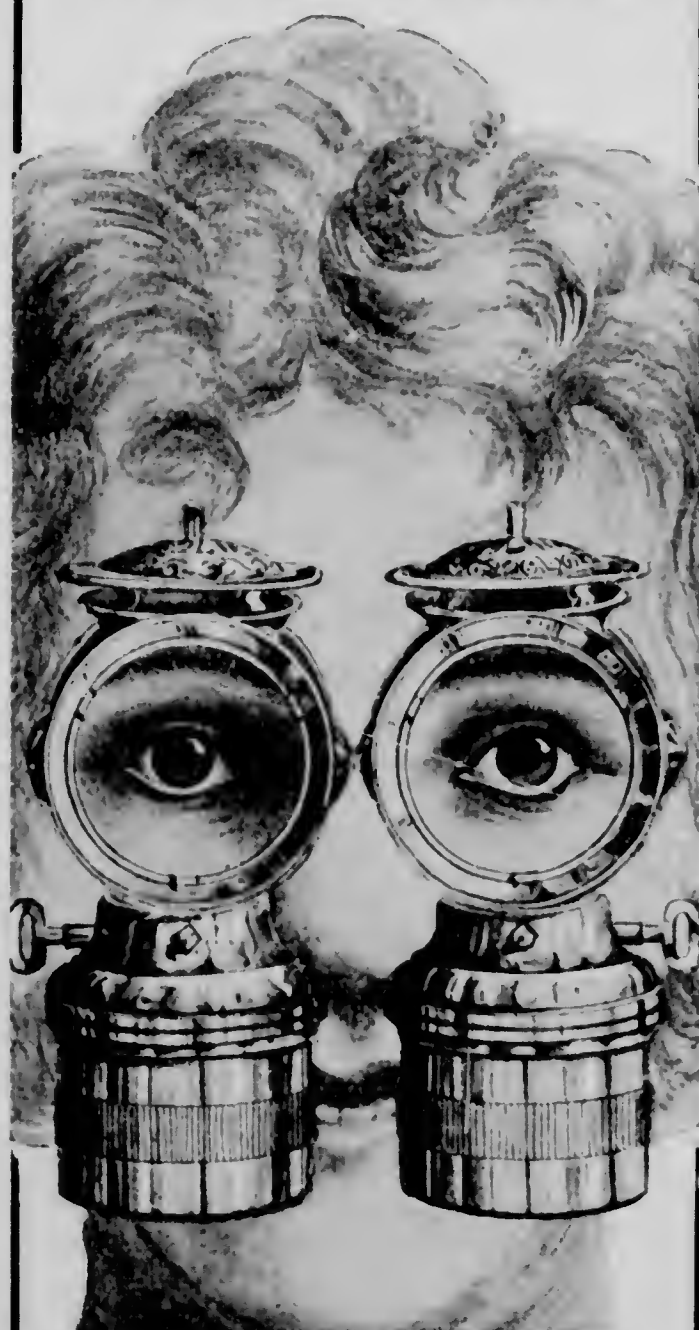


## LOVELY LAMPS

May be slangy, but not when  
said of

## Solar Lamps

FOR CYCLES AND CARRIAGES



THEY are beauties, and better still, they satisfy. As they are the standard acetylene lamp of the world, all bicycle dealers carry them. Price, \$3.00, at your dealer's, or by express, prepaid from us. Their success is due to the system of water feed, whereby water is fed through a wick to the carbide. This device is patented, so it cannot be used by other lamp makers.

Send for booklet, "Solar System."  
It tells all about them.

**BADGER BRASS MFG. CO.,**  
KENOSHA, WIS.

## The Goodyear Detachable Tire

It is quickly and easily repaired. Cannot creep on the rim. Fits common Crescent rims. No cement required. The inflation of the tire causes it to grasp the rim firmly.

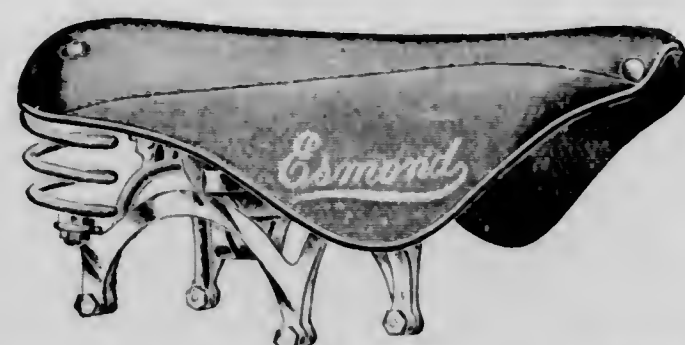
**SIMPLEST,  
MOST DURABLE,  
MOST PRACTICAL.**

You know what the Goodyear quality is. That's the material that goes into the "Detachable" — the best quality of material throughout, and guaranteed for a full season's riding.

## The Goodyear Tire and Rubber Co.,

AKRON, O., U. S. A.

## THE ESMOND SADDLE AND CUSHION FRAME



The Esmond changes a RIGID frame to a CUSHION frame, retaining all the advantages of a rigid frame.

Try the Esmond on your old wheel before buying a new cushion frame.

No Saddle Soreness,  
owing to the impossibility of friction on the leather.

Greatly Increased Power,  
especially in hill climbing.

If you use a coaster brake you may be seriously injured unless you have an Esmond to sit on. We want to give a free trial to all L. A. W. members. Write for catalogue.

**ESMOND CYCLE SADDLE CO.,**  
80 Wall St., New York.

## The Man Behind the Bar.

It is not enough to say that our goods are the best. That proves nothing. As a matter of fact the statement would be true, and there are plenty of good reasons why. We will give you one:—Ever since our first factory began making saddles which was almost at the beginning of the bicycle industry, its product and that of our other factories which were instituted later, have been the leaders in all that goes to make saddles popular and desirable. Probably in no year have they sold less than half the total output of saddles and in most years it has been 60 per cent. to 75 per cent. of it. Last year it was 85 per cent.

When that proportion of all the riders think one way, it is testimony of the eight-inch rapid fire sort, and ought to go a long way towards making it unanimous.

It seems that the man behind the handle-bar knows what he wants and gets it.

**Garford, Hunt, Brown, Wheeler, Gilliam,**

**P. & F. and "Christy" Saddles.**

UUUUUUUU

**American Saddle Company,**  
Elyria, Ohio, U. S. A.





**FOUR  
FULL QUARTS  
FOR  
\$3.20  
EXPRESS PREPAID**

**QUALITY  
AND  
QUANTITY  
GUARANTEED**

**IF NOT SATISFIED  
YOUR MONEY  
REFUNDED**

### HAYNER'S PURE WHISKEY.

Our distillery was established in 1866. We have enjoyed 34 years' continual growth until we now have one hundred and sixty-five thousand customers throughout the United States who are using Hayner's Whiskey — an evidence of true merit.

We give you absolutely pure whiskey at the lowest possible cost.

Our entire product is sold direct to consumers, thus avoiding middlemen's profits and adulteration. If you want pure whiskey our offer will interest you.

We will send four full quart bottles of Hayner's Seven-Year-Old Double Copper Distilled Rye Whiskey for \$3.20, express prepaid. We ship in plain packages — no marks to indicate contents.

If after testing it is not found satisfactory return at our expense and we will return your \$3.20.

Such whiskey as we offer for \$3.20 cannot be purchased elsewhere for less than \$5.00.

REFERENCES: Third National Bank, Dayton; State National Bank, St. Louis, or any of the Express Companies.

**THE HAYNER DISTILLING CO.,**  
226-232 W. Fifth St., Dayton, O. 305-307 S. Seventh St., St. Louis, Mo.

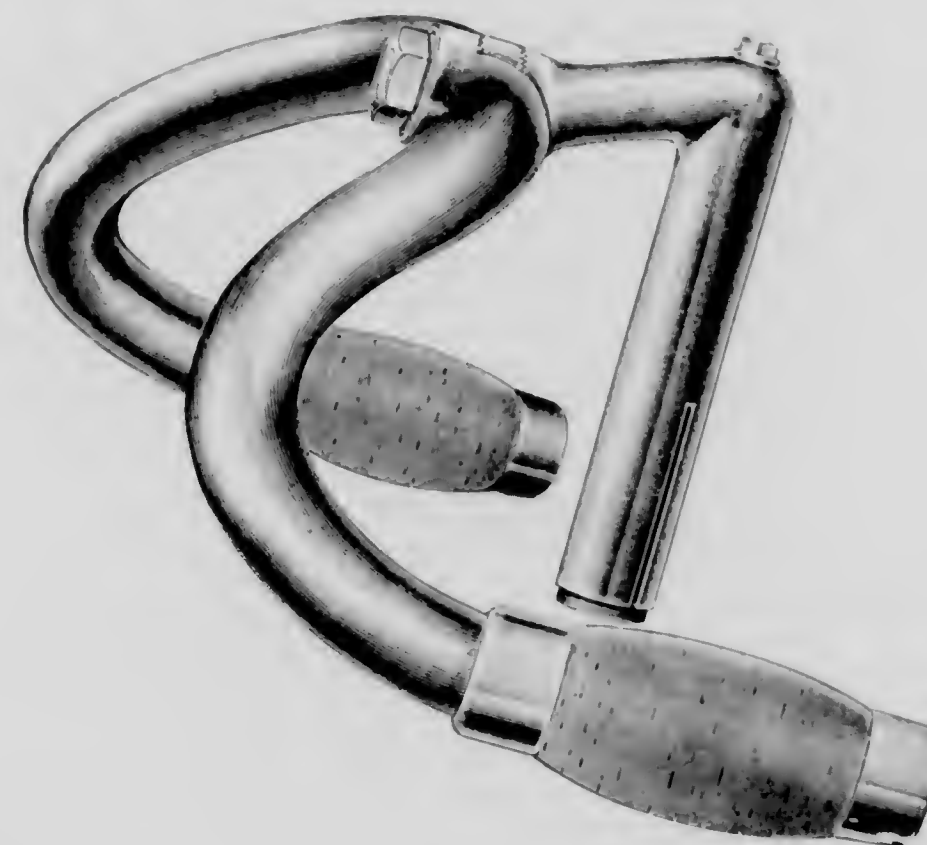
WRITE TO NEAREST ADDRESS.

N. B.—Orders from Ariz., Colo., Cal., Idaho, Mont., Nev., N. Mex., Oreg., Utah, Wash., Wyo., must call for 20 quarts by freight, prepaid.

We guarantee the above firm to do as it agrees. — EDITOR.

THE STANDARD BAR OF THE WORLD

= KELLY =  
FORWARD EXTENSION



THE NEATEST,  
THE BEST.

NO CASTINGS,  
NO STAMPINGS.

ALL PARTS FORGED.

"'TIS NO EXPERIMENT"

THE KELLY HANDLE BAR CO.

CLEVELAND, OHIO, U. S. A.

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## WHEELMEN FIND THE NEW YORK CENTRAL

the most convenient line to travel on. Being the first railroad built in New York State, it runs through a region of good roads, wheelmen being able to go out from any one of its large cities such distance as they wish and ride back at 2 cts. per mile. They also find the 500 mile tickets convenient and a great saving in time.

The New York Central holds the wheel record, it having handled in its baggage room at Grand Central Station during the year 1899, 81,949 wheels, without loss or injury to a single wheel.

Our illustrated Catalogue, a booklet of 44 pages, 4 x 8, gives synopsis of contents of each of twenty-seven books; this Catalogue sent free to any address on receipt of a postage stamp by George H. Daniels, General Passenger Agent, Grand Central Station, New York.



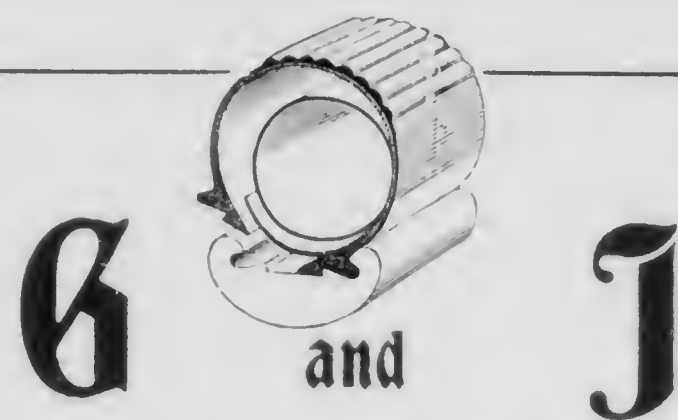
When sign-boards lie, the Veeder Cyclometer will correct them for you.

CATALOGUE FREE.

**The Veeder Mfg. Co.**

Sargent Street, Hartford, Conn.

Makers of Cyclometers, Odometers, Counting Machines and Fine Castings.



on a tire is a sign of quality and a guarantee of satisfaction.

## Detachable

tires are gaining in popularity, because of the ease and certainty with which they can be repaired. Send for catalog which tells why G & J Tires are best.



**G & J TIRE CO.**

INDIANAPOLIS.



## Leland - Faulconer Gears

For "Chainless Bicycles."

Experts, Manufacturers and Riders concede their incomparable superiority. **THEY MUST**, because they are the **only** gears that have all **imperfections** from **hardening eliminated**.

The working faces of teeth are **CUT**, absolutely true with locating points, after gears have been hardened.

**L & F Gears** are on the **highest grade "Bevel Gear Chainless"** for the season of 1900, made by the following concerns:

The Geo. N. Pierce Co., The Warwick Cycle Co.,  
E. C. Stearns & Co., The Sterling Cycle Works,  
The Grand Rapids Cycle Co., The Barnes Cycle Co.

And they are **not on any other wheels**. Don't be deceived. A word to the wise is sufficient. Circulars explain fully, ask for them.

**Leland & Faulconer Mfg. Co.**

Detroit, Mich.

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

# L. A. W. MAGAZINE

OLD SERIES, VOL. XXXI.  
NEW SERIES, VOL. I, NO. 3.

August, 1900

PRICE { 10 CENTS.  
\$1.00 A YEAR.

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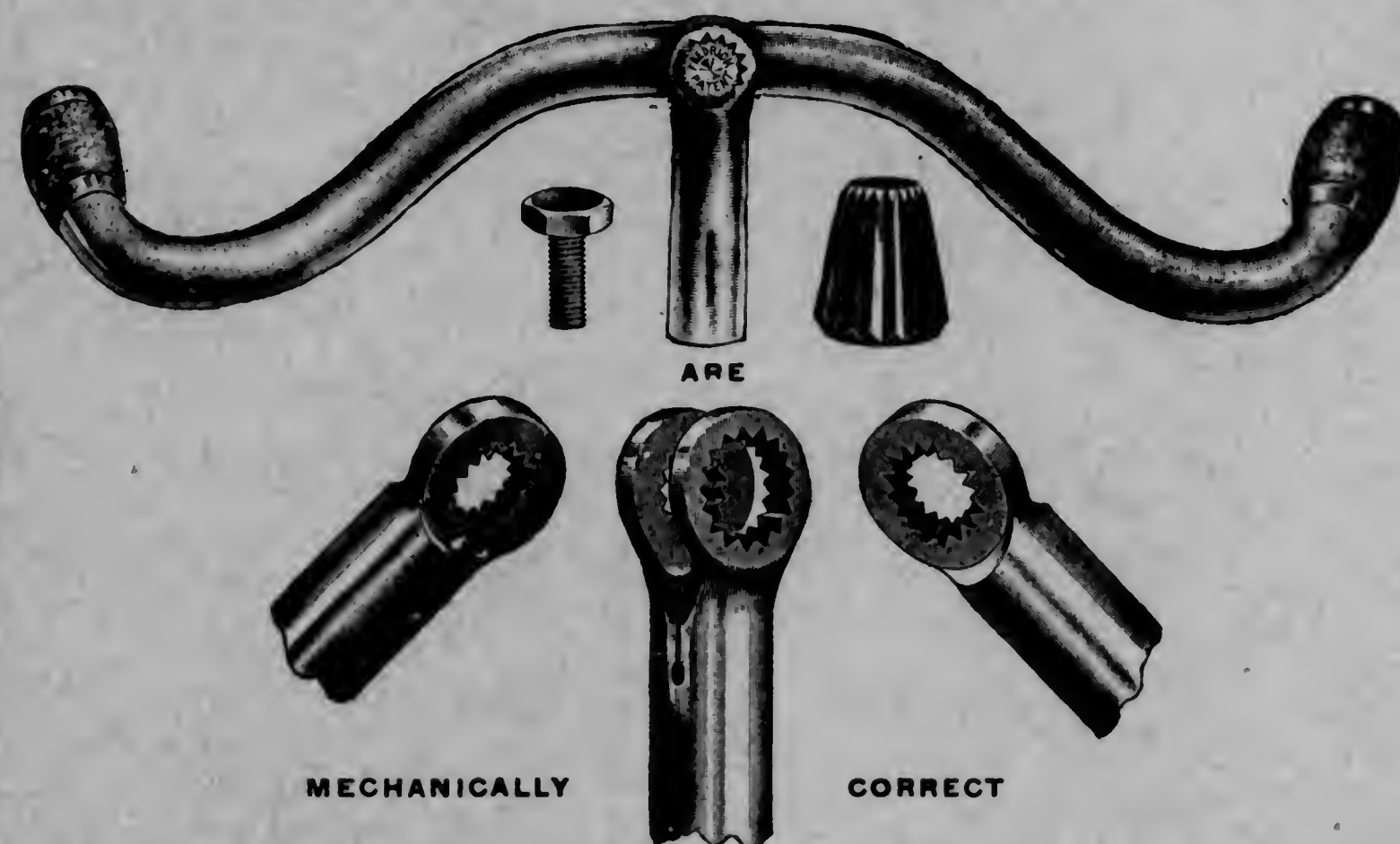
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## FREDRICK Adjustable Handle Bars



### REASONS WHY EVERY RIDER

SHOULD HAVE A

### FREDRICK ADJUSTABLE HANDLE BAR



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- Because** it is easily adjusted to all positions.
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- Because** it is a combination of beauty and strength.
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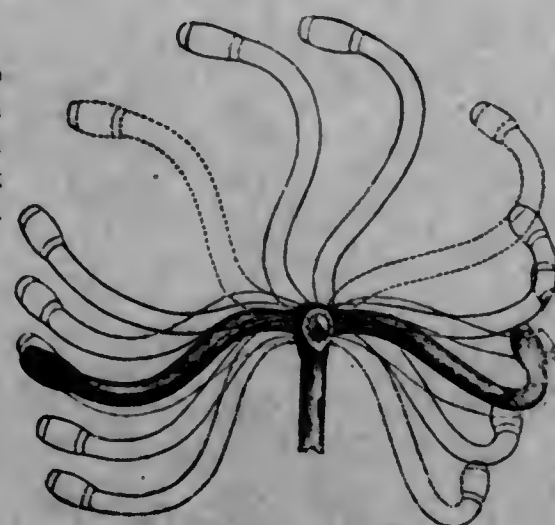
Sizes—19 inch to 22 inch between grips at widest adjustment.  
Stems—7-8 inch, 13-16 and 3-4 inch.

Send four cents in stamps for beautiful water color sketch.

SOLD BY DEALERS IN BICYCLE SUPPLIES.

If your dealer does not carry the Fredrick Adjustable Handle Bar in stock we will forward it to you on receipt of price, \$2.75. Fredrick Forward Extension, complete, \$3.75.

FREDRICK MFG. CO.,  
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New York, - U. S. A.



A FEW POSITIONS

## L. A. W. Magazine



Old Series, Vol. XXXI.  
New Series, Vol. I, No. 3.

AUGUST, 1900.

PRICE 10 CENTS.  
\$1.00 a Year

## Observations of the Month

### Republican Good Roads Plank

"Public movements looking to a permanent improvement of the roads and highways of the country meet with our cordial approval, and we recommend this subject to the earnest consideration of the people and of the legislatures of the several states."

Such is the language of the good roads plank inserted in the Republican national platform by the Philadelphia convention that nominated Hon. William McKinley, of Ohio, always a favorite with wheelmen, for the presidency, and Hon. Theodore Roosevelt, of New York, a member of the League of American Wheelmen, for the vice presidency. To whom belongs the credit—or otherwise—for having written the plank is a matter of considerable doubt, inasmuch as several honorable gentlemen claim to have had a finger in the pie; but there is a feeling among League members generally that the good roads plank's author has little for which to be proud, since it is beyond dispute that the plank seems to say much but in reality says very little. To be sure, mere recognition by a national political party of the good roads movement is in itself something unusual, and therefore interesting; but the idea of having the movement commended to the consideration of the hoi polloi and of the legislatures probably never entered the minds of those who strove so laboriously to have the Republican party place itself on record as being opposed to bad roads. In consequence, the half-hearted advocacy of improved highways, instead of the expected out-and-out declaration that the Republican party would do something to improve the highways, has not pleased wheelmen to a degree where they have gone stark mad in their support of the Republican party, and it is even a matter of doubt whether most of them are not quite as willing, other items being equal, to take chances on the Democratic party, which ignored the good roads subject, as to support a party that recommends instead of pushing.

No explanation is advanced for the Democratic party's failure to incorporate a good roads plank in its platform, but perhaps Mr.

Bryan's men thought it better to ignore than to recognize and incidentally to hedge. Then, too, perhaps the Democratic party means to catch the wheeling vote in another way—i. e., by having its candidates notified of their selection in a bicycle racing park.

### The Bicycle Not a Carriage

We have had many legal decisions touching upon the status in law of the bicycle, but there has been none within the knowledge of the present generation of wheelmen that caused greater surprise and occasioned more comment than that recently handed down by the full bench of the Supreme Court of the state of Massachusetts, in which it was declared that the bicycle is not a carriage in the sense that cities, towns and villages must keep their streets in condition to insure safe travel for bicycle riders. On the contrary, the Massachusetts Supreme Court gravely announced that the bicycle is a "machine." Further, it said that the state has already recognized the fact by enacting legislation whereby special paths for bicycle riding might be laid out, constructed and maintained. A decision somewhat similar to this one was handed down about two years ago in Michigan, when a Mrs. Leslie sued the city of Grand Rapids for damages as the result of a badly paved street on which she rode and was injured; but the Michigan decision was given but little prominence in the press as compared to that which the Massachusetts decision received, and, therefore, the wisdom of the point raised and temporarily settled is now being thoroughly discussed for the first time.

It would be interesting indeed were a higher court asked to pass upon the point, for among legal lights there is no unanimity thereon. Some agree with the Massachusetts Supreme Court, while others hold the contrary opinion. One follower of Blackstone high in the councils of the League of American Wheelmen has said that the Massachusetts decision is incomprehensible to him, and that he fails to understand the process of reasoning by which the Bay State



bench arrived at its decision, particularly since more than a hundred court decisions have declared the bicycle to be a vehicle, entitled to all the rights and privileges of road vehicles. And certainly safety is one of these rights.

#### *The 21st National Meet*

Were one to have based his opinion of the L. A. W. and its Twenty-first Annual Meeting upon the reports published in Milwaukee papers and telegraphed to papers elsewhere by Milwaukee correspondents, there would have been some excuse for the idea that heavy clouds darken the horizon of America's great wheeling body; but in these days of enlightenment, when the public places less dependence upon the press than it did in the time of Horace Greely, the universe cannot be conquered by misleading stories, and, therefore, the injury Milwaukee did the League is not so great as it first appears to be. To start at the beginning, the meet was poorly handled. The Citizens' Business League of Milwaukee seemed to be possessed of the idea that the whole affair

home, and at home they remained. In consequence the number of visitors was few, which shortcoming was at once ascribed by Milwaukee newspaper correspondents to the decadence of the League, a thing more imagined than proved. The racing arrangements, which were under the jurisdiction of the National Cycling Association, also went wrong, and this, too, was charged to the League's account. So ridiculous did criticism become that President Sams felt impelled to issue a statement, placing the blame where it belonged, and, to the credit of the press, the statement was printed in full, although not telegraphed verbatim to the outside publications, which had been instrumental in keeping down the attendance.

But the meet was not wholly a failure. There were many social events of an interesting and attractive nature, which made up for many other shortcomings, and had the meet been handled right the whole six days would have proved well worth spending in the Cream City, which, it now appears, has added but little credit to its reputation through its inefficient handling of the League's coming-of-age gathering.



SCENE AT THE PORT HURON GOOD ROADS CONGRESS.

would take care of itself—and of course, it was mistaken. The Business League failed at the proper time to secure the usual and expected reduced fare rate on Eastern and Central railroads, it failed properly to advertise the meet, and it failed to make use of the friendly offices of the local newspaper correspondents. These things conspired to make the meet somewhat dreary, despite the efforts of Mr. A. D. Meiselbach to score a brilliant success.

#### *Why Wheelmen Remained at Home*

When, by reason of inability to secure favorable rates of fare the expected big delegations from the East failed to arrive, Milwaukee writers at once declared the meet a fizzle, and telegraphed that startling information the country over. The result was that hosts of riders in Chicago, Minneapolis, St. Paul and other large cities within the limits of the Western Passenger Association's jurisdiction, wherein reduced rates—how strange—had been secured, concluded that they could better employ their time at

During the quiet hours at Milwaukee there was considerable conversation on the subject of next year's meet, and the opinion was general that it should be held in Buffalo.

Another Milwaukee topic of conversation was the suggestion that the League combine its summer meeting with its National Assembly, the annual business meeting.

#### *Michigan's Good Roads Congress*

Detroit is the home of Chief Consul Earle, of the Michigan division L. A. W., whose strenuous efforts to spread the good roads gospel, and to secure some actual results therefrom, took the form last month of a Good Roads Congress and L. A. W. Festival, which was held at Port Huron. Aside from the festivities usually accompanying annual meetings of League divisions, Mr. Earle presented at the gathering of his division new features that are certain to bear results. These were the building of a mile of sample road by a government expert, and addresses on the subject of better highways by United States and Canadian government officials and others who have gained fame in

the cause. One of the apparent results of the Port Huron meeting was the advancement of the Michigan division in membership rank from sixth to fifth place, Ohio being passed. While this is but incidental to the point Mr. Earle means to score—the steady improvement of Michigan roadways—it is an item that should be pleasing to a League leader that never tires of League work.

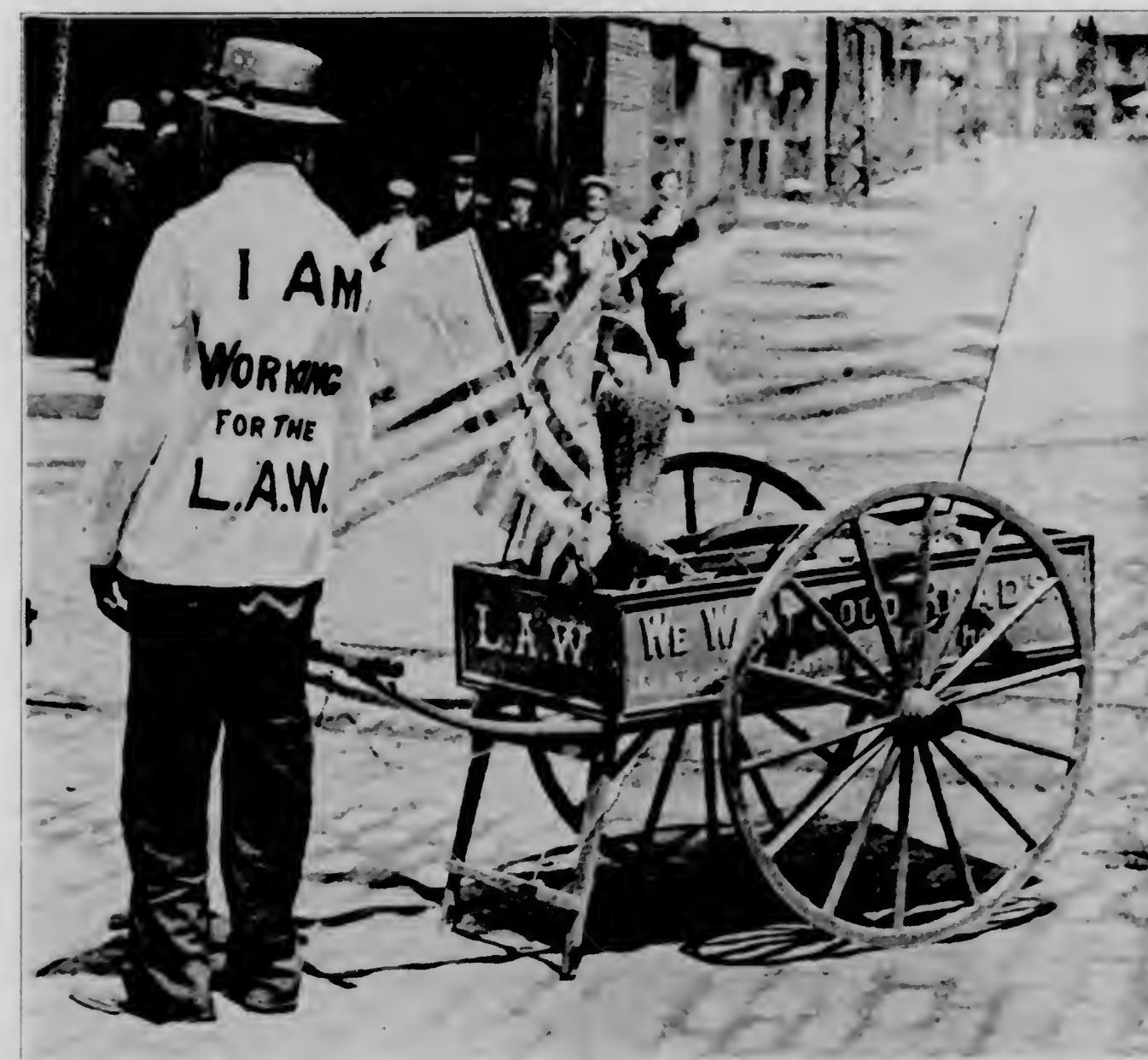
#### *Revising the Constitution*

One of the League's temporary committees that will be extremely busy from the present time until the Assembly meets, is that which has in charge the revision of the constitution and by-laws. For various reasons

and the substitution of nominal state organizations, to be governed to a greater extent than now by the national body. To pass upon the various ideas along this line, to sift them all down, and to build up from the whole a new system of government, satisfactory to the Assembly, and promising to be beneficial in its working, is no mean task, and the work before the revision committee is, therefore, seemingly stupendous.

#### *Street Work in Pawtucket*

The L. A. W. consulate of Pawtucket, R. I., keeps the streets clean of glass, tacks and other substances liable to injure pneumatic tires by employing a man with a push cart to pick up these articles on the



STREET SCENE IN PAWTUCKET, R. I.

The L. A. W. Consulate Employs This Man to Keep Street Free From Glass, Tacks, Etc.

it has been necessary for President Sams to alter the personnel of the Revision Committee elected by the Assembly at Philadelphia last winter, and this work was only finished a day or two before the president packed his grip and boarded a train for Milwaukee. The committee is now ready to begin work in earnest, and that it will have plenty to do is a fact that permits of no discussion. A thousand and one ideas for the better working of the League have been and will be advanced for the committee's consideration, and each of these will require time and thought in the passing. One of the suggestions that will unquestionably be advanced is that looking to the discontinuance of state divisions as now constituted,

principal thoroughfares. An illustration of the consulate's employe and his cart is given in this issue.

#### *Side Path Affairs*

There has been no stoppage in side path activity. The side paths idea is gaining ground steadily, and now Connecticut wheelmen, or more properly, the Connecticut division of the League, has announced its determination to secure the passage through the state Legislature, at its next sitting, of a law similar to that now in operation in New York, Ohio and other eastern states. The Connecticut division is composed of representative wheelmen and willing workers, and its success is simply a matter of wait-





AARON WOLFSON,  
Member Revision Committee.

ing for the Legislators to convene. In many other states side paths are being rapidly constructed, particularly New York, where Suffolk now has the honor of being the leading side paths county, having passed Monroe in the struggle for first honors. In Ohio alone has progress been slow. Although the state has a measure precisely like that in New York, with the single exception that only five signatures are required to set the legal machinery in motion, yet there has been no organized agitation to line up wheelmen in a demand for paths. The state is excellently adapted for side path construction, and is so located as to be important in the way of inter-state paths. The New York-Chicago path cannot become possible unless the spirit moves in the Buckeye state—a consummation most devoutly to be wished.

#### **Saved a Member from Blackmail**

Fresh evidence of the League's value to its members is offered in the case of Mr. John X. Campbell, of New York City, who last April had the misfortune to ride over a boy on Berry street, Brooklyn. The boy's leg was broken. He was taken to his home, where Mr. Campbell followed, offering whatever assistance was needed. After some days the boy's parents demanded a sum of money. This Mr. Campbell refused to pay, and he was arrested for criminal negligence. The L. A. W. defended the case for Mr. Campbell, and secured his honorable discharge.

#### **Illinois Division Changes**

Until the regular annual election occurs in November, the Illinois division will be in charge of the National executive committee, represented in Chicago by Walter Faraday.

In June Chief Consul Locke was removed from office by President Sams upon the protest of Chicago members against Mr. Locke's

inactivity, and the positive declination of Mr. Locke to put forth efforts to strengthen the division. At the conclusion of the National meet at Milwaukee, President Sams and Secretary Bassett went to Chicago and attended a meeting of Illinois members of the League, and the decision noted above was arrived at after the ground had been thoroughly gone over. In November one or more tickets will be nominated, and it is expected that at that time new life will be instilled into what should be one of the League's largest and most prosperous divisions.

#### **After Negligent Officials**

The Maine division of the League of American Wheelmen has begun war on the municipal officers of towns and cities that have not complied with the state law requiring that guide posts shall be placed at all cross-roads. In Maine it is not difficult for strangers to become confused over the route they are following, and to avoid this the Maine division proposes to get after the mayors and selectmen. A year ago Chief Consul Small sent to the selectmen of every town a copy of a circular letter calling attention to the state law, and requesting compliance with it. Last May a circular more emphatic in its declaration was sent out, but many towns and cities have failed to comply with the law, the city of South Portland being one of the nearest offenders. Recently Chief Consul Small brought suit in the name of the Maine division against the mayor and aldermen of South Portland to recover the statutory penalty. The junction of the Rigby and Sacco roads, where there is no guide board, is mentioned in the writ as the specific basis of the suit. Chief Consul Small says similar action will be taken against other towns which have not put up guide posts.

#### **Women Century Fiends**

L. A. W. member No. 112,739 favors us with the following communication:

"I notice the article in this month's issue concerning the ten-centuries-rider, and would respectfully ask why you discriminate against women? I cannot see why it is more unlovely for a woman to ride a century in a given time than it is for a man; if it is wrong for one it is for the other. Personally I do not believe in these terrible tests of endurance for either men or women, whether for walking, running, cycling, swimming or any other form of athletics.

"The fact is that riding a bicycle is the easiest of all exercises, and that is why people can and do cover so many miles without undue fatigue. A great deal of the time one is on a wheel it is as easy as to sit in a comfortable rocking chair, and requires no more exertion, and a skillful wheelman or wheelwoman can take advantage of conditions and travel many miles with very little expenditure of energy; otherwise it would be physically impossible for them to make a given number of centuries within a certain time.

"I greatly enjoy a bicycle, particularly touring a-wheel, but have never ridden a century in any one day, and have no ambition to do so. I wish the women would adopt some pretty, appropriate dress for

the wheel, same as they do for the gymnasium, etc. The present dress (although the divided skirt is worn) is too long and too full. A neat bloomer costume would be the best and most convenient, but we do not dare make ourselves conspicuous by adopting it.

"Will the L. A. W. Magazine make some suggestions on this subject, and ask its subscribers to do so, with patterns and plans for making the dress? If you could work a reform in this particular your feminine readers would rise up and call you blessed."

#### **Forfeiting Womanhood**

Whether or not there should be discrimination between the sexes in the matter of morals, the fact remains that there is, with the additional likelihood that there always will be. Society forgives a man for error, and forgets the offense, but a woman's mistake is never either forgiven or forgotten. We Americans worship our women, and because we worship them we expect from them a higher moral standard than we, the men, set. Failing to have our expectations fulfilled we condemn them. We should not forgive a mother, a sister or sweetheart for riding in a public horse race, or for taking part in a public ball game. And there appears to be but little difference between the jockey, the ball player and the century record fiend. When a woman indulges in century record riding she forfeits her womanhood—at least in the opinion of men, and opinions are everything.

Referring to the matter of dress, we should be happy to have our readers take up the subject. It is well worth consideration.

#### **In the Racing World**

The N. C. A. grand circuit opened this month, and will continue in the east throughout the summer, with the possibility of an extension to the Pacific coast for winter racing. On the American tracks the feature of the month has been the marvelous middle-distance work of John A. Nelson, a 19-year-old Swede of Chicago, who is now regarded as a champion. During the month an American team composed of Tom Cooper, Floyd A. McFarland and Orlando L. Stevens was organized to represent this country in the I. C. U. world's championship events, which will be contested in Paris during August.

The Grand Prize of Paris, recently run, resulted in a victory for Jacquelin, of France, with Momo and Tommaselli, both Italians, running second and third respectively. Momo ran the Frenchman to nearly a dead heat.

#### **Novel Cycle Police System**

With a population of fifty thousand persons, and a police force of but twenty members, the city of Altoona, Pa., was unable to curb reckless driving and cycling, and it remained for Dr. G. A. Iekes, a member of the common council, to propose a plan that has worked to perfection. The mayor appoints as special policemen and informers a number of experienced bicycle riders, who are



W. H. HOWELL,  
Chairman Membership Committee.

divided into squads of six men, each squad covering one-fourth of the city territory. The men serve without pay other than that received as witness fees, and when they witness a violation of street ordinances, they report the same to the mayor, who thereupon supplies a warrant for the offender's arrest, and places it in the hands of the regular police.

Being regularly appointed officers, the cycle police force members are not regarded as meddlers. They take pride in their work, and have earned the commendation and support of all the city's reputable wheelmen. Dr. Iekes is captain of the wheeling force, and he reports that the system gives eminent satisfaction. He commends the plan to the consideration of other cities that, like Altoona, lack sufficient police protection.

#### **Trade Doings**

Summer is never a healthy time for the trade, and the present warm days are no exception. Since last issue the Union Cycle Manufacturing Company, Highlandville, Mass., and the Chicago Tube Company, Chicago, have gone to the wall; the Julius Andrae & Sons Co., Milwaukee, Wis., has placed itself at the mercy of its creditors, with every prospect of recovering from its present financial distress; and Louis H. Manson, of the Manson Cycle Company, Chicago, has brought suit for \$50,000 damages against two trade firms and their attorneys for what he terms "an unwarranted attempt" to precipitate him into bankruptcy.

During the National meet at Milwaukee several manufacturers took part in the cycle show in the Exposition building, where one or two new things—a handle bar and an electric exerciser—were exhibited. The month was productive of a decision in Wisconsin to the effect that wood rims for bicycles are not covered by patent.



## From Day to Day

JUNE, 1900

15—Bullis Ball Gear property sold to W. A. Williamson—Rochester, N. Y. Wisconsin supreme court declares wood rims are not covered by patent.

17—Preliminary heats of the Grand Prize of Paris—Paris.

19—A. E. Walton, chairman C. W. A. racing board, married—Toronto, Ont. Columbus Bicycle & Typewriter Company goes into receiver's hands—Columbus, O. Geo. H. Fisher, Gendron Wheel Company, Toledo, married—French Lick Springs, Ind.

21—Jacquelin won repechage in Grand Prize and Meyers the prize for foreigners—Paris.

23—Massachusetts supreme court declares the bicycle is not a carriage. Major Taylor reappeared in competition and won a third. McEachern won 25-m. match in 41:40 4-5, breaking American records 3 to 25 m. Starbuck, 2; Chas. Turville, 3.—Philadelphia. Union Cycle Manufacturing Company goes into receiver's hands—Highlandville, Mass. A. G. Spalding married—San Francisco, Cal.

24—Jacquelin won Grand Prize, Momo, 2; Tommaselli, 3. Bauge won 1-hr. race; Elkes, 2; Linton, 3.—Paris. Kramer won match from Cooper—Vailsburg, N. J.

26—Jacquelin defeated Banker, Boutilier and Momo in four straight heats—Lille, Fr. Bald defeated Stevens in 2 of 3 1-m. heats—Buffalo.

27—Geo. D. Locke, chief consul Illinois division, L. A. W., removed from office by President Sams.

29—Coliseum track opened. Downing and Walthour being professional winners—Springfield, Mass.

30—Nelson defeated Pierce and Champion in 20-m. match—Boston. Michael defeated Porter and Gibson (team) in 20-m. match. Taylor defeated Kramer in straight heats—New York. McFarland and Eaton won A. R. C. U. professional races—Philadelphia.

JULY

1—Fisher won 1-2-mile match from Freeman and Newhouse. McFarland won other professional races, Vailsburg, N. J. Domain won grand prize U. V. F., with Gaseoyne 2, Mathieu 3. Meyers-Tommaselli won tandem race, Paris. Elkes won two middle-distance races, defeating Taylor and others, Berlin. Bonhours won 100-kilo. race with Ross, American, 1; Linton 2, Nantes. Grand prize of Alexandria won by Singrossi, with Bixio 2, Eros 3, Alexandria. Huber defeated Seidl and F. Verheyen in straight heats, and Lentz won 1 and 25 kilo. amateur championship, Cologne.

1-5—Michigan division L. A. W. held Good Roads Congress and L. A. W. Festival, Port Huron, Mich.

2-3—Dominion Day meet, Ottawa, Canada.

2—Fisher won two, and Walthour one professional race, Springfield, Mass.

3—Temporary receiver appointed Keating Wheel & Automobile Company, Middletown, Conn. Tommaselli defeated Jacquelin and Jenkins in international race. Meyers-Tommaselli won tandem race, Calais.

4—Nelson defeated Caldwell, 25 miles in 39:45, Bridgeport, Conn. J. H. Lake defeated John King, 10 miles, in 17:45 2-5, world's amateur record, New York City. McFarland defeated Michael, 20 miles, 32:50, Philadelphia. Taylor defeated Eaton straight one-mile heats, Vailsburg, N. J. Pierce defeated Miller, 25 miles, 42:51 2-5, Fall River, Mass. Pullman road race won by John Winslow, 6:00, 41:08. William Blum won time prize, Chicago.

6—Miller-Judge defeated Waller-Stinson, 17 m., motor tandem race in 26:07 2-5, world's record, Baltimore, Md.

7—E. J. Pouttiel, 6:30, won 25 m. road race in 1:10:23. E. A. Somers, sec., won time prize—Cleveland.

7-8—Gus Eglloff won 24 hr. road race, covering 346 miles—New York City.

8—Kramer, Eaton and McFarland won professional races—Vailsburg, N. J. Meyers won championship of Holland—Amsterdam. Jacquelin won professional and Didier-Nauts amateur championship of France—Paris. Elkes, American, won 50 kil. race in 52:14 4-5, beating Taylor, Linton and Walters—Berlin. Van der Born won grand prize, defeating Tommaselli—Anvers.

9—Eclipse Bicycle Company becomes Eclipse Manufacturing Company—Elmira, N. Y.

9-11—Golden Wheel race, 2 hrs. per day, won by J. A. Nelson, 391 m. 790 yds. Pierce, 2; Stinson, 3; Miller, 4—Boston.

10—Julius Andrae & Sons Company, placed itself in hands of creditors—Milwaukee, Wis.

10-15—National meet, L. A. W.—Milwaukee, Wis.

13—McEachern defeated Turville and Smith, 15 m. in 26:56 2-5—Baltimore, Md.

14—McFarland defeated Michael, 20 m. in 34:36 3-5—New York City. Boston Cycle Company assigns—Boston, Mass. Chicago Tube Company declared bankrupt—Chicago, Ill.

17—L. H. Manson sued trade firm for \$50,000 damages for precipitating him into bankruptcy—Chicago, Ill.

18—Illinois division meeting—Chicago.

16—Berkeley Oval sold at auction for \$214,000—New York City.

18—Grand circuit started. Kimble, Taylor and Newhouse won professional events—Indianapolis, Ind.

19—Freeman and Kramer won professional races—Vailsburg, N. J.

21—Nelson defeated Stinson and McEachern, 25-m. in 40:52 4-5—Boston. Michael defeated McFarland, 25-m. in 31:41 1-5, world's record—Philadelphia.

It is not considered good form for a red-haired girl to ride a white bicycle. This is important, and should be remembered.—Danville Commercial.

Don't be afraid to wear your sweaters these cool nights. They don't look so badly, and may save a doctor's bill.

## The Bicycle Vote

Its Demands, Strength and Record

By DIXIE HINES,

Member National Highway Improvement Committee L. A. W.

Many of us have vivid recollections of the rule of our respective pedagogues who insisted upon a clear statement of reason for every answer we gave him during our earlier school days. I remember one old gentleman who materially increased the accuracy of ideas in shooting, and he would generally begin the lesson something like this:

"Now, of what shape is the world?"

"Round like an orange," we would each shout in unison.

"But how do you know there is such a thing as a world to be round as you say?" he would demand, and not a single youth could tell him because we had never thought of that side of the subject.

However, this serves to illustrate the point in question none the less brilliantly than the old cook's recipe for rabbit pie. "Fust thing yo do," she would say, "is to git er rabbit and den—maik yo pie." So in discussing the bicycle vote we must first show that there is such a vote, and to the enlightenment of the human specie let us unhesitatingly say with great vigor that there is. This fact was demonstrated to the complete satisfaction of all persons in New York, Chicago, Cleveland, Cincinnati, and other cities two or three years ago when this vote was exploited in such a manner as to form an important page of political history.

New York was the first city and the first state to test the strength of the bicycle vote. It was first demonstrated during the campaign for the first mayor of greater New York, and to Capt. W. Connor Towne and Hon. Hugh J. Grant, ex-mayor of New York, is due the credit to the first for the idea and to the second for the possibility of making a political test of it. Fortunately for these gentlemen the Democratic party nominated that year a member of the League of American Wheelmen, an active wheelman and a gentleman with a remarkable breadth of foresight, who, from personal experience, realized the necessity of better streets and pavements in New York city and surrounding boroughs, and proclaimed his interest therein in his letter of acceptance, asserting with emphasis the demand for better streets and pavements, cycle paths for the thousands of wheeling citizens and a demand for the respect of the interests of this class. Previous to this, however, the party platform had declared for the improvements to which attention was called by the candidate in his acceptance. Following this up, Captain Towne undertook to draw the wheelmen together under the banner of their fellow-worker and member of the L. A. W., and a most remarkable "bicycle campaign" was opened. Good roads literature, good roads speeches, object lessons in road building and demands for more pavements and a better system of

rural highways were agitated, and when the rival parties saw the good work that was being done they lost no time in following in the footsteps of their more enterprising opponents, and ere the campaign was two weeks old there was a "bicycle bureau" in each party headquarters.

It would seem that this would be sufficient to prove in the first place that there is such a thing as the bicycle vote, for it is beyond the bounds of credulity that each party would seek with such energy a will-o'-the-wisp. But the true strength of the bicycle vote was clearly demonstrated in the bicycle political parades organized by the rival party leaders, and there are reports on record which showed that on one night two parades were given in New York, one by the Democratic party managers and the other by the Republicans. It also follows that in the former there were 12,000 wheels in line, the procession being brilliantly illuminated by transparencies bearing words of good cheer for the wheelmen who were, at last, recognized as a political factor. On the same evening the rival parade started and more than 3,000 additional riders were in line, showing that the bicycle vote was by no means a myth.

The first man to declare publicly, as a plank of his letter of acceptance, his belief in wheelmen's demands was Hon. Robert A. Van Wyck, and the sequel to this is that he is today the mayor of Greater New York; and the first party to support, officially, the demands of this "bicycle vote" element is still in power in New York city.

While this was going on in New York, a like affair was in due progress in Chicago. The present mayor, Carter Harrison, was an active wheelman—a "scorecher" if you please—and it was he who took the initiative in the west. His party immediately followed the lead of New York and created an imposing campaign for the wheelman's vote. There were, in Chicago, three candidates for mayor, as there had been in New York, and the readers of the press will well remember the strenuous efforts of each candidate to impress upon the bicycle voters the fact that in his candidacy alone was there to be found salvation. In fact, it reminded one forcibly of the Depew story of the three youngsters employed in his office. One was a Democrat, one a Republican and the third a Prohibitionist. Senator Depew brought in a bag of oranges one day—according to his own version—and called in the three youthful partisans.

"Do you boys want this bag of oranges?" he asked.

There was an immediate and vigorous assent.

"Then to the boy who can give me the





DIXIE HINES.

best reason for his party faith I will give it. Now, Tommie, being a Republican, I will give you the first opportunity. Why are you a Republican?"

"I am a Republican," Tommy answered, "because when the country called upon them to free the slaves they responded nobly."

"Well said," the senator asserted, "and now, Willie, why are you a Prohibitionist?"

"Because the demon rum has filled our poorhouses and asylums and because my party promises to redeem those who have been lost and to protect those who are weak by taking from them the temptation."

"Good. Now, Jimmy, give us your reasons for being a Democrat."

"I am a Democrat because my party is the party of the people, for the people, and by the people, because its founder, Thomas Jefferson, inculcated into it the element of personal liberty, and because—" his eyes looked longingly at the prize, almost within his reach, "and because," he continued, "I want those oranges."

It was somewhat like this in Chicago. The candidates were all bicyclists, and realized the necessities of bicyclists, because—and this is proof that there is a bicycle vote, and also that it is of great strength—they wanted the bicycle vote.

Since that time the wheelman has played an important part in the campaigns of the different parties. Ohio has seen it, Illinois has seen it, Colorado has seen it, Pennsylvania knows what it is, Maryland has not been behind, and Tennessee, Georgia, Louisiana, Missouri and other states have followed where New York led. Two years ago the New York Democratic state platform took particular pains to declare for good roads, and another good roads man and member of the L. A. W. was nominated for Governor, and a vigorous wheelman's campaign begun. An organization of 75,000 was formed, having for its object the support of the good roads candidate, and while this candidate was not elected, his opponent won by the

smallest plurality ever known in the history of New York politics.

The Republican convention assembled at Philadelphia last month declared for good roads in order to catch the bicycle vote, but the Democratic party failed to do the same in convention at Kansas City. Of course, it is true that this step was requested by the League of American Wheelmen, but if the managers did not believe that it was worth their time they certainly would not have acted in the manner reported.

It is to the credit of those who have votes and use them properly that the political parties have at last recognized their rights and demands. For many years the members of the L. A. W. held up their hands in horror at the bare suggestion of political affiliation as a body, and while these hypocrites were busy decrying the degeneracy of the times, the other workers were talking "Dutch Uncle" to the parties with this result.

The demand of the wheelmen's party is the demand of every true citizen of this country. It means that they demand a better system of public highways; a system of roads between the agricultural districts and the marts of trade. It means that the signs of uncivilization as marked by our present system of roads is a disgrace to the country, and that they should be immediately improved. The great hue and cry for good roads started with the wheelmen, and slowly—painfully slowly, be it regretfully said—the farmers are beginning to realize the importance of the movement. Until they thoroughly appreciate it, however, the work must necessarily be slow. The mere fact, however, that one great political party has declared for good roads will win thousands of advocates merely because the party says so. There are many thousands of persons in this country who vote a certain way because their fathers voted that way, and while their moral support is not worth tuppence, their support is desirable. If we can secure a few good men in both Houses to take up the good roads fight, the government will be compelled to lend its assistance because of its anti-election promises.

The bicycle vote promises to be an important factor this year, and so far as they are concerned all is grist that comes to their mill.

#### League Member in Korea

Rev. Henry Munro Bruen, League member No. 132,672, is now located at Taiku, Korea, Asia, and will be glad to be of service there to League members whenever possible.

Don't forget that a sharp uppercut with the toe of your shoe neatly placed on the upper jaw of a yelping cur will considerably increase his respect for wheelmen. If the owner has not sense enough to keep the dog out of mischief, you need not care, providing you can ride fast enough to get out of the animal's reach in case he recovers.

Don't ride fast on wet pavements; you are liable to come to sudden grief, and when least expected.

## Summer Vacations Hwheell

Touring Amid the Matchless Grandeur of the Eastern States

By LOUIS GEYLER

(Concluded).

The scene shifts to New England, to Boston, easily the premier American city for the sight seeing cyclist. A little brushing up of early American history makes this section all the more interesting, and many delightful days can be spent rambling about the many odd nooks and corners where, in 1775, the first blow for American freedom was struck. Faneuil Hall, or "Cradle of Liberty," the old State House, Bunker Hill Monument, and the Old South Church, are all relics worth a visit, while the queer, narrow, crooked streets, lined on either side by red brick houses of unique archi-

claim that has made it famous, for here have lived some of the greatest minds of American literature—Hawthorne, Emerson, the Alcotts, and Henry D. Thoreau. The old Manse and Wayside, the home of Hawthorne and the home of the Alcotts, where "Little Men," and "Little Women" were written; the home of Emerson, the sage of Concord; that of Thoreau, its great naturalist, are all standing. Hard by in a wild rugged spot, Sleepy Hollow, are laid away all that was mortal of those famous people. The return to Boston is over the road made famous by Paul Revere on his midnight ride, April 18, 1775, suitable tablets along the route



IN THE BERKSHIRE HILLS.

tectural design, common only to old Boston, still retain much of the individuality that marked the town when it was much smaller than it is today. Within easy riding distance, over superb highways, are Plymouth, on whose rocky shore the pilgrim fathers sought a haven, and Lexington, on whose pretty village green a huge boulder marks the spot where the Minute-men made their famous stand, April 19, 1775.

Not far away is Concord. Here was fought what was generally considered the first battle of the Revolution: a beautiful monument marks the spot. It stands on the side of the river, opposite the point on which the British fought, and marks the ground held by the Americans during the battle, or a portion of it. Concord has yet another

marking every interesting point. The homes of Longfellow, Oliver Wendell Holmes and James Russell Lowell, are passed, while near Harvard College the old elm, where Washington first took command of the American army, still stands at a fork in the road.

Before leaving Boston a trip to Salem, with its witchcraft traditions, and Marblehead and old Gloucester on the north shore, will most amply repay the tourist. Hunnibell's garden, at Wellesley, is the most famous example of Italian gardening in America, while right across the beautiful lake is Wellesley College, a place of no mean interest to the wanderer.

For the man with the wheel North Adams is the most comfortable eastern gateway to



the Berkshire region. It pays to take the train from Boston, the intervening way is very hilly, with roads none too good. But from North Adams the way leads to the Hudson river, for the main part over perfect roads, and through scenes for which this section is justly famous. At Williamstown a long hill leads to the heart of a quiet, subdued little village, and the home of Williams College. Vermont is now but a few miles above. Soon the very midst of the Berkshire hills is reached. Hills they are termed, but what a misnomer! Mountains, towering mountains, every one of them, and old Greylock, rising in all its grandeur and pride of 3,500 feet, is plainly in sight, and yet they call this a hill. The roadway is perfect, and in every direction nothing but mountains receding in the distance with almost systematic regularity and, paradoxical as it may seem, the road is almost over level ground.

At South Williamsport the Green river is crossed, a rocky, turbulent stream. At Lanesboro, in a little frowsy churchyard, is a lone grave covered with a virgin boulder, the only evidence of the hand of man being the name of "Josh Billings," carved on its rough side, marking the last resting place of one who in his day had made the whole world laugh. Not much further on is Pittsfield, a pretty, bustling town, named in honor of William Pitt, in 1761. The public green in the center of the town is called "The Heart of Berkshire," and close by is the mansion that was for many years the summer home of Longfellow, and the place where he found "The old Clock on the Stairs." The way now leads Lenox-ward, and for five miles it means up-hill work, but the road turns and twists so that all the grades are rideable, and then comes the wild scurry down a long coast, broken into by a few inclines that are easily surmounted.



AT BRIDGEHAMPTON, L. I.



PORT JEFFERSON, L. I.

Turning a sharp corner, Lenox, "The Gem among the Mountains," lies a beautiful picture at the foot of a steep hill; on all sides are towering heights, whose slopes and crests are dotted by pretty cottages and stately mansions. At the head of the chief street, the highest point of the village, stands the old Congregational Church, in whose God's Acre is buried Fanny Kemble, who lived long in Lenox. Northward, beyond many swelling knolls and ridges, rises old Greylock, looking like a recumbent elephant as the lowering clouds overhang his twin rounded peaks so many miles away. Further southward is the outer elevated rim of Stockbridge Bowl. Within this amphitheatre nestles Lake Mahkeenac, with Monument mountain in the view beyond. Villas perched upon all the terraces and crags surrounding the Bowl, give mute evidence of the wealth that finds refuge in this charming spot, and among all this magnificence is an old and modest mansion, Hawthorne's "House of the Seven Gables." He came here in 1850, and made it his home for several years.

The scenery seems to be even more charming on approaching Great Barrington. The lowlands broaden to the southward as the Housatonic spreads into a wider channel, then a three miles coast through a wild, mountainous pass, the towering hills on either side giving an air of indescribable grandeur to the scene. The way leads now under arching canopies of elms, past charming little lakes, and through seemingly impenetrable forests; in the distance Mount Everett towers bright and green, and in the foreground, quiet and restful, lies Great Barrington. From here, due west, is Hudson, and then the old river shows its way right into New York City, 110 miles away.

In the Delaware Valley, between the Water Gap and Port Jervis, a distance of 40 miles, lies a stretch of road and country that

has gained enviable fame for wheeling trips. With the possible exception of a short length between Shawnee and Bushkill, the road is as smooth as a table, and passes through a region that for wealth of scenic attractions has few equals in this country. From the Gap the road leads over a fairly hilly surface, to Bushkill, and then begins the wonderful shale road that has been famous since wheeling was first introduced. Bushkill Falls are near by, the advance guard of the many cascades further up the valley. On one side the romantic Delaware, as smooth as a piece of glass, flows silently on its way to the broad Atlantic, and on the other high masses of rock rise straight from the edge of the road; the overhanging cliffs seem to have been pared down by gigantic hands, their scarred sides draped by many running vines, while high from the ground a stunted tree flourishes here and there, deriving its nourishment seemingly from the air.

The grades are few and easy, and near

sheltered John Howard Payne when he wrote "Home Sweet Home;" the Shinnecock Hills, looking like surging billows of sand, the curious dunes that shift and slide along the south shore, and the funny old Dutch windmills that spread their sails to catch a roving breeze, just as they do in Holland; all contribute to make this end of the island well worth spending some time in exploring.

The north shore, a trifle hilly and rough, has for its chief charm such old places as Greenport, Riverhead, Wading River, Smithtown and Port Jefferson, each one with many traditions, and each one claiming the doubtful honor of being the favorite haunt of Captain Kidd, when that redoubtable freebooter was a terror of the seas. While along the South, or Atlantic side, the summer resort is seen in all its glory. Southampton and Coney Island certainly represent the extremes. A charming trip of 250 miles can be taken by skirting the north shore as far as Greenport and Shelter Island.



ON THE MERRICK ROAD, LONG ISLAND.

Dingman's Ferry are a number of water falls of exquisite beauty, and further on, near Milford, are Raymond's Kill and Saw Kill Falls, which with their wild setting, have long been favorite subjects for the artists; this whole little valley can be described as beautiful in the most superlative sense, and for a two or three days outing is incomparable.

Long Island, "The Cyclist Paradise," some one called it, is easy of access; fine roads and elegant side paths, a superabundance of good hotels, and a profusion of interesting things to see, makes this old island an ideal touring ground. The side path idea has reached a higher state of development here than elsewhere in this country, so that now a perfect network of these by-ways makes cycling an easy and enjoyable pastime. The eastern end is by far the most interesting; Sag Harbor, with its old whaling traditions; Montauk Point, with its high gravel cliffs, and the superb sea panorama that stretches out from its three sides; East Hampton, the most beautiful of all of Long Island villages, still retains the house that

and returning by the South shore. There are numberless places to stop over night, and the tourist is assured of a hearty welcome wherever he may go. There is life a-plenty, and when he returns, the traveler will be astonished at the varieties and beauty that this little strip of an island affords.

The great mistake that is generally made is to map out a tour, so as to travel on a schedule, to cover a certain number of miles per day regardless of country, roads or sight seeing. Don't. It robs the trip of all its pleasures, and virtually makes it a race against time. Have two bundle carriers, one on the handle bar, for articles that may be needed during the day, and another to be strapped under the rear of the saddle, that need not be disturbed until night. Wrap this bundle in a small piece of black oil or rubber cloth. Take a camera by all means. A full set of tools, in case of an accident to the machine. Always stop off to see anything of interest on the way, for after all that is what constitutes the chief pleasure of touring; it may take a little longer, but it pays in the end.



## The Bicycle on Roads and Streets

Legal Status of the Whelmen's Vehicle

By A. B. CHOATE, Second Vice-President, L. A. W.

### PART II.

It will be observed that about the only reason given in support of legislation against the use of the bicycle is that it frightens horses. This has also been the principal grounds of the actions in court against the use of bicycles in the highways. The idea that this was a valid objection to the use of the wheel seems to have taken so strong a hold upon the public mind, and has been so thoroughly refuted by the courts, that it deserves special attention. One of the first and cleverest decisions upon the status of a fractious horse in the highway was rendered by Judge Cooley, of Michigan, in a case in which the owner of a fractious horse brought suit for damages against a man who was running a traction engine in the highway. The reasoning in this case is very apt as applied to cases of horses becoming frightened at bicycles.

Judge Cooley used the following language: "Persons making use of horses as a means of travel or traffic by the highways have no rights thereon superior to those who make use of roads in other modes. It is true that locomotion upon the public roads has hitherto been chiefly by means of horses and other animals; but persons using them have no prescriptive rights, and are entitled only to the same reasonable use of the highways which they must accord to all others. Improved methods of locomotion are perfectly admissible, if any shall be discovered, and they cannot be excluded from the existing public roads provided this is consistent with the present method. Bringing an unsightly object in the common highway is not necessarily a wrong because of its tendency to frighten horses, any more than a construction of a bridge over a river is wrong because of its tendency to delay vessels. Horses may be, and often are, frightened by locomotives, both in town and country, but it would be as reasonable to treat the horse as a public nuisance from his tendency to shy and be frightened by unaccustomed objects, as to regard the locomotive as a nuisance from its tendency to frighten horses." *Macomber vs. Nichols*, 34 Mich., 212.

Another case, which I have not seen reported in the official reports, arose in Beatrice, Neb., upon an ordinance forbidding the use of bicycles upon a certain street in that city. Since I cannot refer you to any official publication of the case, and the language of the court is so fair, I quote from it at considerable length.

The court said: "It is undoubtedly the power of the city to regulate the modes of travel, by carriage or otherwise, over the streets of the city, by ordinances. \* \* \* But there must be reasonable cause for such regulation to make it reasonable \* \* \*

There is no pretense that a bicycle occupies too much room on the streets, or that the crowd of business thereon will not admit such way of going. There is no pretense that the bicycle in motion makes a noise to the annoyance of others. The sole and single objection is that horses are apt to be frightened at them. This is true of most, if not all, novel inventions for locomotion until horses have become somewhat familiar with them. I see nothing in the riding of a bicycle unusually calculated to frighten horses except its novelty, which applies to all new methods of travel in a greater or less degree, until they have become familiar. \* \* \* The invention of locomotion with the bicycle is comparatively new, especially in this country, and I am unable to say that the invention has yet reached its maximum merits, or that it may not be a thing of merit in this great age of invention, progress and improvement. \* \* \* It is said that the bicycle is a very rapid means of locomotion, and for that reason dangerous in populous places. So is a race horse, and it is a proper ordinance to prohibit his being ridden at full speed in the streets, but improper to prohibit his being ridden through the street at a proper gait because there is speed in him. So bicycle riding, as to speed and other things, may be regulated by ordinances, but such is not the ordinance in question. \* \* \* Health and happiness are said to be great objects of human actions. Some of the evidence tends to show that bicycle riding is only for exercise and pleasure. I am not able to say that exercise and pleasure in that way may not contribute to both health and happiness. I do not, however, see that it is necessary to investigate that subject. I hold that the ordinance is void, hence unreasonable, and discharge the prisoner."

The latest I have seen in regard to fractious horses, is a newspaper report of a case decided in New York in which an automobile was the vehicle which frightened the horses. In that case the court says in part: "If one should find it desirable to go back to primitive methods and trek along a city street with a four-ox team and wagon of the prairie schooner variety, it would possibly cause some uneasiness in horses unused to such sights. Yet it could not be actionable, in my opinion, if a runaway should result, provided due care were shown not unnecessarily to interfere with the use of the highway. Horses may take fright at conveyances that have become obsolete as well as at those which are novel, but this is one of the dangers incidental to the driving of horses, and the fact cannot be interposed as a barrier to retrogression nor progress in the method of locomotion. Bicycles used

to frighten horses, but no right of action accrued. Electric street cars have caused many runaways. Automobiles operated without steam by storage batteries, or by gasoline explosion engines, running at a moderate speed, may cause fright to horses unused to them, yet the horses must get used to them, or the driver take his chances."

I think I have shown conclusively that the fact that a horse becomes frightened at a vehicle is not in itself sufficient reason for barring that vehicle from the streets. The tendency is to bar horses from public streets, which are fractious, rather than the vehicles which frighten them.

### SIDEWALKS.

City streets are usually divided into a driveway and a footway. It is generally considered that a bicycle is an unsuitable means of locomotion where there are many pedestrians, and the courts have decided that an ordinance forbidding the riding of bicycles on sidewalks is a reasonable regulation. I think that we may take it as settled that ordinances forbidding sidewalk riding are valid and reasonable. *Mercer vs. Corbin*, 170 Ind. 450 Parks.

### BICYCLE LAMPS

Several centuries ago there were no such things as street lamps, and the streets were not lighted by any public means. At that time in Paris there was a law requiring all persons who went on the streets after dark to carry lanterns, and if they failed to do so the presumption was that they were on the streets for some unlawful purpose, and were liable to arrest. Since that time most modern cities have adopted the practice of lighting the streets at public expense, and the practice of requiring private citizens to carry lanterns appears to have passed away entirely until the introduction of the bicycle, when the old Parisian law was revived in many of the cities of the United States, and bicycle riders are required to carry lanterns. I know of no decision by a court of last resort, sustaining an ordinance requiring anyone to carry a lantern. There have no doubt been decisions of the police courts sustaining such ordinances, but the only case I have found in the official reports is a case in England, decided in 1880, in which a man was summoned before a police court for riding a bicycle between sunset and sunrise, without a lamp. The only defense interposed in that case appears to have been that he was riding a velocipede, and not a bicycle, so that the validity of the law was not questioned. There are arguments of some weight both for and against the requirement that persons riding bicycles shall carry lanterns, but if a street is reasonably lighted, it would seem that a lamp carried by a private individual would be unnecessary. One of the most serious objections against the lamp ordinances is that arrests for their violation are made at night time, when an arrest is most inconvenient and objectionable, especially for an offense which is a mere misdemeanor. The principal argument in favor of requiring bicycle riders to carry lanterns is that the wheel is so quiet

that some means is necessary to notify pedestrians of its approach. Of course this argument would have no weight if the street is properly lighted.

### LEAVING BICYCLE AT THE CURB

It is not negligence to leave a bicycle at the curb in a public street a reasonable length of time. A man who chooses a bicycle as a means of conveyance, has the same right to leave it temporarily in the street that one has who uses a horse-drawn vehicle, and any person who injures a wheel so left, a reasonable length of time, is liable to the owner of the wheel for damages. *Lacey vs. Winn* 4 Penn. District Reports 409.

### EXCLUDING TEAMS FROM CYCLE PATHS

The question has been raised whether horse-drawn vehicles, cattle, horses and etc., may lawfully be barred from the use of a cycle path constructed upon a public highway. I know of no case in which the question has been squarely raised except the case of *State vs. Bradford*, recently decided by the supreme court of Minnesota. In that case the county commissioners had constructed a bicycle path upon the public highway and thereafter the state legislature passed a law prohibiting the driving of teams, cattle, etc., upon any path constructed for the exclusive use of bicycles. Bradford was arrested for driving a team and a sled upon the cycle path and the court sustained the law. The L. A. W. employed a member of its committee on rights and privileges to assist in the prosecution of the case. *State vs. Bradford*, 81 N. W. 202.

In Maine a case arose which is authority upon the subject although not a bicycle path case. In that case a portion of the street, fifteen feet in width on one side, was, under an ordinance, improved for the express purpose of hauling rock over it, and teams hauling in excess of 2,500 pounds were forbidden on the remainder of the road. The court held that all teams are entitled to a reasonably safe, convenient and practicable opportunity for travel and passage but were not necessarily entitled to the full width of the street. The ordinance was sustained but the court held that if the fifteen feet set apart for heavy traffic became impassable it would be unreasonable to prohibit the use of the remainder of the street. *State vs. Boardman*, 93 Maine 73.

The supreme court of Illinois has also decided that prohibiting one from using an ordinary vehicle upon a highway does not deprive him of his property without due process of law; that an act limiting a street to the purpose of a pleasure driveway is not unreasonable class legislation. *Cicero Lumber Co. vs. Town of Cicero*, 176 Ill. 9.

It might be inferred from the foregoing decision (93 Me. 73) that where a cycle path is constructed upon the highway for the exclusive use of bicycles and the remainder of the street is impassable for teams, the teams could not be prevented from using the cycle path. All of these questions discriminating for or against any class of vehicles, must be determined by the rules governing class legislation, which I will explain to you later.



## Motor Cycles

AS THEY COME AND GO

While, of course, it is yet too early in the business to accurately gauge the extent and demand for motor-cycles, sufficient data are in evidence to indicate that it will probably be equal to the ability on the part of the manufacturers to supply.

At the present time there are but two or three manufacturers in a position to cater to any demand, and these must confine themselves to limited sales, a position forced upon them by the newness of the industry so far as this country is concerned. Across the water the demand is a rapidly growing one, and, if we may believe the information given in the press of England and France, manufacturers are rapidly placing themselves in a position to meet the new conditions. Some old patents have been resurrected and many new ones taken out by men who understand the need of the times and who know the value of taking care of these needs.

In this country so few makers have given the matter thought to the point of preparing for the possible creation of a new interest in cycle locomotion, that should anything like a boom occur there would be small chance to accommodate it. That a certain demand may develop by next season is not beyond the confines of reason, when the mighty interest taken by the public, at such points as have been favored with a view, in motor racing, is borne in mind.

Like the chainless bicycle, the motor cycle may, for the time being, find the collective number standing aloof; but once the individual has had the experience of its use and its value, he will become a convert that no outside blandishments, nor some idiosyncrasy on the part of the machine, can prove strong enough to wean him back to early modes. The human race is progressive, and once it has tasted the fruits of keener joys and greater pleasures it carries all before it and will tolerate nothing that would place itself across the path in the vain hope of stemming the natural flow.

It is both unreasonable and senseless to compare the future of the motor cycle and the past of the bicycle; to point to the long initiatory growth of the bicycle business as evidence that the motor cycle must also pass through years of unappreciative missionary work. The bicycle was absolutely new to man as a means of locomotion, and its growth had to depend on the gradual widening of the ripple from the small circle of the first cast. There was nothing in man's experience to which comparison could come from self-consciousness, and converts had to be made from sheer force. Now that the bicycle has taught the people the wonderful possibilities within them and around them it will be a strong missionary to lead its followers into the twentieth century movement.

It should not be thought, though, that the

bicycle will give way to the motor cycle and disappear from the face of the earth; that it will have strutted its brief hour on the stage and then have made its exit. Such is not the future of the bicycle. It fills too well defined a position in the economies of life and will continue to be a factor to give employment to mechanics and pleasure to everybody. It has been, and will continue to be, a necessary adjunct to a well ordered existence, and will be able to maintain itself where it belongs and in a field that is peculiarly its own. It introduced the pneumatic tire to the world, and is capable of holding its place in the fond estimation of the world at large.

The motor cycle competition held at the Paris exposition was a practical contest bearing on continued service and the consumption of fuel. The affair extended through eight days, the competitors having to travel 100 kilometres each day, or 800 kilometres in all. Out of thirteen competitors only seven finished, which proves what a hard trial this was. Tricycles and quadricycles as a rule showed up well. The motor bicycles were not seen to such an advantage, with the exception of one, which finished at the front, having met with no accident of any kind all through the way and winning a first gold medal.

The following is a table of the competitors that passed successfully through the ordeal, with the fuel consumption and speed abilities.

Style of machine	Consumption of gasoline quarts	Miles per hour, average
Bicycle .....	25.2	25.0
Tricycle .....	21.7	23.9
Tricycle .....	21.1	24.6
Tricycle .....	25.6	24.5
Tricycle .....	39.5	26.8
Quad .....	31.4	20.9
Quad .....	25.6	21.2
Quad .....	33.6	23.8

Thus has a very interesting point in connection with the motor cycle riding been definitely cleared up. It has been established that a motor cycle could travel 497 miles on 5 gallons of gasoline, or about 25 miles for every quart of fuel.

The second annual 100 kilometre motor bicycle road race was held in France May 31. The course is 25 kilometres out and back, twice. Last year's race was won by Labitte in 2:38:56 on a motor bicycle weighing 95 pounds. This year the race was won by A. Buquet in 2:17:11 on a machine weighing 84 pounds, the limit weight being 88 pounds. It is expected that in next year's event the limit weight will be placed at 66 pounds, which is the legal weight for personal baggage accepted by the railway companies of France at the one cent tariff. It should be noted that one of the contestants, Lesaint, whose mount weighed 73 pounds, the lightest of the lot, rode the distance without pedals and was the winner of a special prize for the rider of the lightest bicycle doing the entire journey. His time was 2:55:00 3-5. Buquet's average time for the mile was 2:12-5 and Lesaint's average mile was ridden in 2:49.

## L. A. W. MAGAZINE

AND GOOD ROADS

OFFICIAL ORGAN OF THE

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AUGUST, 1900.

August is the month during which it has been the custom of recent years to conduct the League of American Wheelmen's national meet, but the Milwaukee Citizens' Business League, to which the 1900 meeting was last winter awarded, chose dates in July for the wheelmen's visit to the Cream City, and, therefore, the twenty-first annual summer gathering is now a matter of history instead of futurity.

While no unprejudiced meet visitor would probably care to go on record as saying that the gathering was highly successful, yet no one who attended the Milwaukee cycling festivities will deny that the meet was much more of a success and decidedly more enjoyable than it was pronounced by the press, for on this occasion the newspaper correspondents on the ground seemed to vie with each other in an effort to produce the most unusual scolding of the whole affair. Various reasons have been advanced in explanation of this peculiarity of the meet, but none seems more to the point than that to the effect that the Citizens' Business League did not endeavor as it should have done to supply the press with the information that the writers sought. One writer, a native of Milwaukee and employed on a Milwaukee daily, poured his tale of woe into the ears of the L. A. W. Magazine representative, saying that, since the local officials had no time to tell him what he desired to know, he was compelled to write what he imagined, inasmuch as his paper demanded that the meet be covered in some sort of fashion. Other writers told similar tales, the whole going to show that those who ignore or slight the press are bound to prove losers in the end.

One error, however, grew out of this fault of the local promoters. Every line written in criticism of the meet and its unsatisfactory arrangements arraigned the L. A. W.

for the shortcomings of the meet, when, in truth, the League was no more responsible for the disappointments at Milwaukee than it is for the present trouble in China. Correspondents seemed not to grasp the idea that the League of American Wheelmen was Milwaukee's guest and that, if there were failures, these were the failures of the host and not of the League. So greatly did this erroneous idea gain ground, that before the meet had closed President Sams found it necessary to issue a dignified note to the press setting forth the exact situation. Of course, the president's explanation was given wide circulation, but its late appearance militated against its proving an offset to the thorough criticism already widely spread.

It had been expected that hundreds of riders from Chicago, Minneapolis, St. Paul and the territory round about Milwaukee would lend their presence during the last half of the meet, but early in the week the report was circulated broadcast that the affair was a "frost," and, as a natural result, intending late starters remained at home. If there is anything on earth that the average American hates to do, it is to be a participant in anything that is not extremely successful; and it is not at all surprising that the attendance at Milwaukee was disappointing after Milwaukee writers had issued notification of the meet's frigidity.

Instead of being useful to the meet promoters as it might have been, the press proved a decided drawback and wholly because its good offices were not accepted at the right moment. Even after the first unpleasant reports had been given circulation, there was yet time to stave off utter defeat; but on the whole local meet staff there appeared to be not a single person whose duty it was to look after the press, and it remained, therefore, for President Sams to explain matters when it was altogether too late to remedy the evil of misleading reports.

While the treatment of the meet by the press was decidedly raw at times, and of a nature to produce fiery language on the part of League visitors, still the fact remains that the League has no quarrel with the press. The newspapers of this country have always been friendly to the League, and to them is due much of the credit for the League's success. It was because Milwaukee did not appreciate the value of newspaper assistance that the meet was given a twisting in the public prints, and the lesson ought to be effective in showing future meet promoters an error most strictly to be avoided.

The League has suffered little loss as the result of the meet. Its ardor is not lessened by the inability of the Citizens' Business League to handle the gathering in an efficient manner. Its aims are higher than those of merry-making, however much it may have desired that its twenty-first annual gathering should be gloriously successful.

Don't forget to join the L. A. W. It is a good thing, and like all good things, needs pushing.



## Paragraphs from the Past

Events of Other Days  
As Related When They Occurred.

The first American bicycle show was held at Philadelphia in 1891, and was opened with appropriate exercises, among them a speech by Col. Pope on the growth of the American bicycle industry. The Colonel marveled that "at least 75" American manufacturers could at that time be counted—but let us not get ahead of the story. This is what the League's official organ had to say at that time:

Colonel Pope, in his address at the opening of the A. C. C. show in Philadelphia, gave some statistics which are of interest as matters of record. After going into details as to the individual rise and fall of the unfortunates, he says:

"\* \* \* During the first ten years then of the bicycle business, as it began in 1877, 36 makers and importers entered upon the business, of whom but 13 remain. The greatest increase in the number of firms and individuals engaged in making and importing bicycles, has come within the last three years, and it was so great that in 1890 at least 75 can be counted.

While there are many patents on the various forms of bicycles, one can make a bicycle without infringing anybody's patent, and if he chooses to use the devices that are patented, he can obtain licenses from the owners on fair and equitable terms, or he can infringe them and take his chances of long litigation and defeat in the courts. \* \* \*

A few other items we take as follows from the same speech: "Tins & Lawford of Baltimore, Md., imported bicycles in 1876, going out of business in 1881. Buzzell, of Lynn, made a single bicycle about 1869. The Pope Manufacturing Company made a single bicycle, principally of wood, in 1877. Cunningham, Heath & Company commenced to import cycles in 1877, and the Pope Manufacturing Company received their first consignment of foreign cycles in January, 1878, and began manufacturing of cycles in the early part of the same year of these originals of which the Pope Manufacturing Company is the sole survivor."

Harry Kernell's latest: "McSwiggin was out riding the other day when a bicycle, the first he ever saw, passed him. 'O my, O my,' says McSwiggin, 'but they do be going fast.' Later on he saw a scissors grinder at work, says he to his horse: 'Git up, ye soaker, don't let that fellar pass ye.'"—L. A. W. Bulletin, March 28, 1890.

Out of pure philanthropy we suppress the name of the paper the following item was cut from: "A bicyclist, whose identity concerns no one, was riding his wheel through a portion of France when up came

a storm of rain. The storm struck him just as he started to coast down a nicely graded hill some five miles long. He proceeded on his journey, and all the way down that hill it rained in torrents on his hind wheel, while his front ran along in the dry dust."—L. A. W. Bulletin, Nov. 7, 1890.

## Discovery of Acetylene

GAS

By FRANK A. EGAN

How many of the thousands upon thousands of cyclists whose pathways are now so brightly illuminated by acetylene know what they owe to happy chance in having this illuminant at their disposal? Few know and few care, perhaps, still there are some who would like to hear the story and here it is:

Some years ago Thomas L. Wilson, of St. Catharines, Ontario, Canada, was smelting for metallurgical purposes. From time to time he used considerable rock salt in his furnace stock, along with limestone as a flux. Whenever these two materials were fused together, the slag produced by the intense electrical heat included a dirty grayish substance wholly unlike anything else he had ever seen.

For weeks experimenter Wilson noticed this unknown substance without giving more than passing attention to it, dumping it into the stream upon whose banks his experimenting was being conducted. One day, at a time when the pile of slag had become so large that its top rose above the surface of the water, a curious thing occurred. A minute or two after dumping the slag as usual into the stream, some of it going beneath the surface and some remaining above the water in a red hot state, the sizzling and steaming was followed by a bright burst of flame. The very next time Mr. Wilson fused rock salt and limestone the blaze again appeared over the slag after it had been cast into the river, and, it being at night, he was astonished by the brilliancy and whiteness of the new light.

When in the course of further experimenting Mr. Wilson found himself possessed of another batch of that queer gray residue he did not throw it into the stream as he had been wont to do, but saving it poured some water over it, awaited results. These were disappointing, there was no flame. Lighting a match that he might smoke while he studied out the problem he threw the unused and blazing end of the match in the wetted mass in front of him, and instantly there was a white, glaring flame over the pile. Wilson was not slow to see the value of his discovery, and future experiments gave "calcium carbide" as a name to the grayish unknown substance, and "acetylene gas" to the bright burning product derived therefrom.

# L. A. W. OFFICIAL DEPARTMENT

## The League of American Wheelmen

Is an organization to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways by promoting in the public mind a sense of the utility, general economy, and desirability of high class roads, and persuading legislators to make laws and provide money to create better highways. We have influenced, already, very much legislation, but our work is no more than begun. We need the influence and the contribution of every wheelman to further this work.

We protect our rights and promote our interests by influencing legislation favorable to wheelmen, and by opposing the same if prejudicial to our weal.

In brief, we seek by co-operative endeavor to secure results not otherwise obtainable.

We invite every man of good character who rides a wheel to join us in prosecuting the good work we have undertaken.

Every full-paid member is entitled to the Official Organ, which is published monthly.

By co-operative endeavor we publish road books, maps, hand books, etc. The work of collecting and compiling is done by our zealous members, and thus we do the work at small expense and give our members the benefit.

Our Hotel system gives to members a discount at hotels when traveling.

Our Consul system provides a man in every town and city whose duty it is to assist touring members. Our spirit of fraternity unites wheelmen in a common brotherhood.

Our system of Repair shops secures repairs to League members at reduced rates.

Our agitation and work in the Legislatures of different States has given to wheelmen the free carriage of wheels as baggage on the railroads. Our work in this direction is incomplete. We have done much, but much remains.

Membership in the L. A. W. entitles one to receive a ticket of membership in the Cyclists' Touring Club of Great Britain. The C. T. C. has a very complete system of hotels, consuls, repair shops, etc., in Great Britain and on the Continent, and the use of these, at reduced rates, is at the command of ticket holders. Holders of the C. T. C. ticket can obtain free entry of their cycles into France, Germany, and other Continental countries, but if they intend visiting Belgium, Switzerland, Italy or Austria, it is recommended that they become members of the C. T. C. The latter countries require that the ticket must contain photograph of the holder and the official stamp of the C. T. C., which must be applied at the London office. Great Britain has no customs duties on wheels.

We have an arrangement with the Canadian Government whereby members of the L. A. W. may take wheels into Canada, for a period not to exceed three months, without a deposit of money for the duty. The L. A. W. personally guarantees the return of the wheels to America and thus stands behind the member. Non-members must deposit \$25.00. We supply, gratis to members, a ticket of membership in the Canadian Wheelmen's Association which will secure hotel and consul privileges in Canada.

Our Touring Department collects and distributes information regarding routes and tours, and its services are at the command of our members at all times.

If the L. A. W. should do nothing for wheelmen for many years, there is not a wheelman

in the United States but owes it his support for what it has done in the past.

It costs Two Dollars for the first year. One Dollar for each year thereafter. These amounts include a yearly subscription to the Official Organ. If the paper is not desired, send 25 cents less in each case.

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North California—Chief Consul, Francis T. Dwyer, Sacramento. Secretary-Treasurer, E. J. Murphy, 539 20th St., Oakland.

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Oregon—Chief Consul, Thornton Birdsall, 6 Front St., Portland. Secretary-Treasurer, Don G. Woodward, Box 78, Portland.

Pennsylvania—Chief Consul, Samuel A. Boyle, 64 City Hall, Philadelphia. Secretary-Treasurer, P. S. Collins, Division Office, 639 The Bourse, Philadelphia.

Rhode Island—Chief Consul, George L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

South California—Chief Consul, Dr. A. H. Palmer, Pasadena. Secretary-Treasurer, J. D. Wilder, Tustin.

South Carolina—Chief Consul, J. Alwyn Ball, Atlantic Wharf, Charleston. Secretary-Treasurer, T. S. Silcox, 59 Broad St., Charleston.

Tennessee—Chief Consul, Peter P. Gluck, 350 Front St., Memphis. Secretary-Treasurer, Henry Hotter, Cotton Exchange, Memphis.

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Vermont—Chief Consul, W. H. Sablin, Rutland. Secretary-Treasurer, R. B. Denny, Montpelier.

Virginia—Chief Consul, W. C. Mercer, 510 East Main St., Richmond. Secretary-Treasurer, J. Roy Collins, Box 116, Norfolk.

Washington—Chief Consul, E. Irving Halsted, 102 South 10th St., Tacoma. Secretary-Treasurer, A. F. Tourville, 1839 23rd Ave., Seattle.

West Virginia—Chief Consul, Charles H. Gieger, 1010 Main St., Wheeling. Secretary-Treasurer, W. H. Boughner, 1008 Main St., Wheeling.

Wisconsin—Chief Consul, Percy R. Champagne, Merrill, Wis. Secretary-Treasurer, F. G. Cramer, 1511 Walnut St., Milwaukee, Wis.

### Foreign Consuls

Ercole Abrate, All Aurora, Turin, Italy.

Friedrich Schleicher, Duren Rheinland, Bonner-strasse 16, Germany.

Alfred F. Terry, Sta Ysabel 25, Cienfuegos, Cuba.

Felix Rohlf, Linden strasse 56, S. W. Berlin, Germany.

Otto Mayer, 112 Lindergrasse, Vienna, Austria.

Joseph Pennell, 14 Buckingham st. Strand, W. C., London, England.

Dr. E. B. Turner, 9 Sussex Garden, London, Eng. Racing Rep.

James M. Erwin, 17 Rue Beunel, Paris, France.

W. P. Purvis, 2 Avenue Place, Southampton, England.

Herbert M. Rankiler, Blundells School, Tiverton, England.

J. White, Derrybawn, Bushey Park Road, Rothgar Co., Dublin.

J. Lennox, Dumfries, Scotland.

T. Lee Lloyd, 6 Dingle Lane, Liverpool, England.

H. C. Wallis, Secretary Dieppois Du Golf, Dieppe, France.

Rev. Thos. H. Orpen, Blunbrook, Cambridge, England.

A. Eldlitz, care Schenker & Co., Munich, Germany.

Kaisa Eari, 14 Shlimon st., Nihonbashi, Tokio, Japan.

Paul Ocker, 5 Rue Gustave Dore, Paris, France.

### From Us to You

The meet at Milwaukee has taken its place in line with the meets of the past. It has left many pleasant memories behind it, and we have stored up very many evergreen remembrances for future contemplation and enjoyment.

The attendance was not what it would have been had reduced railroad rates been secured. Large bodies move slowly, and we fear that some one did not have this in mind when the effort to push the railroads towards a reduced rate was given its inception. The rate did not come, and many a wallet that was held in hand was thrust back into the pocket. Full fare has a bitter taste in the mouths of the many.

Those who did go to Milwaukee were well paid for the time and the output. The entertainment for the visitors was carried out to the letter, and from the press banquet at the beginning till the pioneer banquet at the end, there was one continual round of enjoyment.

Milwaukee is a beautiful city. Its many beautiful buildings, its lovely parks along the lake front, and the many fine residences, all added to its charming situation on the lake, make a charming framework for a season of gaiety.

They make beer in Milwaukee, and beer has in turn made Milwaukee. The larger breweries each run a theater and a hotel. The churches support themselves. It is our experience that beer at the fountain is better than it is in the bottle.

Mr. A. D. Meiselbach, who makes typewriters in Kenosha, and friends everywhere, entertained the press at a banquet. It was a jolly occasion, and there were speeches of congratulation at the end. It opened the ball, though it was far from a "bat."

There were runs radiating to every point of the compass. We sailed far out into the lake. We (that is they) smoked at a smoker till they were smoked out. We went to Coney Island and saw the monkeys. We ate planked white fish at Whitefish bay. We danced with pretty girls, and eat ice cream with them under the glare of electric lights at the club receptions. We listened to excellent music at the Palm Garden. The days were all too short, and the next day was often invaded. Sleep is never stored up in quantities when wheelmen rule the roost.

The racing was as good as any that we have ever seen. There was some talk of a dangerous situation, but the fact that there was no accident during the entire meet disproves this. Two stars of the track were down for a match race. Each was afraid of defeat. There had to be some excuse for retreat. It was a

10-lap track, and it had to be well banked at the turns. The riders had to go at a fast clip in order to hold the track. It was race from start to finish. There could be no loafing, and there was no bickering over pace making. It was gilt-edged racing all through.

The racing was a thing apart from the L. A. W. entertainment. The races were held under the auspices of the N. C. A., and with their success or failure the L. A. W. had nothing to do. We like to keep our eyes on tap, and read the signs of the times, and we were particularly interested to observe the reception given to Sunday racing. The first thing that attracted our attention was the fact that although the N. C. A. allows Sunday racing, no member of the Board of Control will officiate at a race held on that day. "We approve, but we cannot participate," Milwaukee is a "Sunday town," and so a Sunday race meeting was scheduled. In the afternoon the audience was so small that it was dismissed. In the evening few were present. It would seem that the Germans prefer a beer garden to a bicycle race.

The Pioneers had a delightful dinner at Wharf Bay. This is always one of the pleasantest features of the meet, and the Milwaukee gathering was no exception to the rule. White fish, broiled on planks in lieu of a griddle, was the number one article, and the table, which was also made of planks, groaned with other things. Secretary Bassett presided, and speeches were made by President Sams, Vice-President Choate, by M. C. Rotier for Milwaukee; by the one-armed veteran, W. H. Morrow, of Ohio, and by several others. Old friends, old times and old incidents were the topics most discussed. One can stand gray hairs when they become a passport to pioneership.

The Milwaukee meet was not a great success so far as attendance goes. In every other feature it will compare very favorably with the meets that have gone before it. The Milwaukeeites worked hard to make the meet a success, and all honor should be accorded them. It was those who remained at home that lost the good things.

President Sams and Secretary Bassett went from Milwaukee to Chicago and held a conference with the members of the Illinois division. The condition of things in Illinois has not been what it should be, and a meeting of conference was called. A very fully attended meeting was held at the Sherman House, Chicago, on Tuesday, July 17. President Sams presided, and speeches were made by the President, by Mr. H. Arthur, Fred Gerlach, Walter Faraday, George D. Locke, W. H. Altman, George G. Greenburg, John Simon, A. D. Black and many others. It was agreed that the division be placed under the direction of the National body until the next election of officers. Notifications and recruiting literature will be sent out from headquarters, and Walter Faraday, No. 701 Marquette Building, Chicago, will act as local agent to attend to League business in Chicago. An earnest effort will be made to secure the renewal of all those members who have let their membership lapse.

There are many good times that have gone, but there are always good times ahead. Saturday, October 6, will be L. A. W. day throughout the length and breadth of the land. Do your part to make it a gala day. Organize a run, a picnic or a tour. Get out into the open. Have a good time. Don't forget it. Put a red mark on your calendar. Let the L. A. W. be in the mind of every wheelman on that day of all days to us. We must begin it in 1900 and set it so well in motion that it will not stop for ten years.

In addition to our list of Consuls in Paris we are allowed to offer the services of Mr. Ch. Dien, who may be found at 62 Rue de Richelieu until the end of September. Mr. Dien is a member of the L. A. W. resident in New York, but now stationed at the Paris branch of his business. Mr. Dien offers his services to League members who may be in want of information.

During one month there were reported in the newspapers throughout the United States 4,258 bicycle accidents, of which 195 were fatal at the time of accident, 53 proved fatal subsequently, and 108 were expected to prove fatal, but no report has been received. More than 2,752 re-

sulted in incapacitating the rider from business for more than four weeks, 685 necessitated amputation of some member of the body and 359 resulted in total disability for an average period, so far as could be estimated, of three months. These accidents were the result of collisions with public vehicles in every possible manner that could be conceived, and shows that the element of danger in bicycle riding is in exact proportion to the recklessness of the riders.

Several of the largest accident insurance companies have compiled a record of bicycle accidents for one month in the United States. This record, of course, is not absolutely correct, because it is manifestly impossible to secure data of all accidents, but it is near enough correct to be interesting to every bicycle rider.

The accident insurance policy issued by the United States Casualty Company of New York, especially for the members of the League of American Wheelmen, covers not only bicycle accidents, but covers accidental injuries or death while riding on public passenger conveyances such as street cars, railroad trains, steamboats and the like as well. For accidental death the policy pays \$1,000, and for disabling injuries it pays five dollars per week for five weeks. The League of American Wheelmen made a large contract with this company for a great number of the policies and received in consequence a lower rate than it would be possible to secure for any other organization. All that is necessary to secure one of these policies is to send this amount to the secretary with your name and address and he will forward the policy to you. It is one of the many advantages that the League offers its members, as the same policy, if sold by an insurance agent would cost two dollars each. Policies have been sold to members in every section of the United States, and every one who has received it states that it is one of the best features of league membership. The price is only thirty cents each. Send for your own before the supply is exhausted.

Pioneers of the L. A. W. are reminded that the renewal season is now on. To this inner circle no one can penetrate unless he joined the League previous to 1890. To be a pioneer one must hold a number less than 2,482. The old guard gets together at the annual meets, and feeds before talk. It is a good thing to have this circle of veterans, and it is fortunate if we hold a number low enough to be admitted. Every action is measured by the depth of the sentiment from which it proceeds, and the foundations of the pioneers are built on pure sentiment, which also pervades the whole structure.

In these summer days we hear much about the rest cure, and the city is deserted. The rest cure would doubtless be efficacious when one is tired, but a large number of people really need a cure for being too much rested.

Massachusetts leads the procession of divisions when we talk of meets. She puts up at least three every year, and every one a success. The Mid-Summer meet at New Bedford bids fair to be a thing of pleasure like all the rest. The New Bedford boys are royal entertainers, and the wheelmen will own the town. See if they don't!

And now the railroads are making trouble, and we have got to have a test case. They will carry wheels free in Massachusetts, New York and Rhode Island because the law obliges them to do so, but they will not check a wheel from one state to the other. They urge the Interstate Commerce Law. If we were a lawyer we might be able to see the force of the argument, but being vacant in mind regarding the law we have to employ the rules of what seems to be common sense. Trunks are baggage, and the railroads check them to the point of destination. The law says that bicycles also are baggage. We cannot see why they should not stand on the same plane with trunks. It is one of those things that we have got to find out about.

Two hundred members from Philadelphia, and fifty from Boston, all in one party, would have gone to the meet had reduced rates been obtained. We know of these, and there are others. Wonder if the railroads made a good thing by withholding rates on red tape premises?

The bicycle is not a vehicle. So says the Su-



preme court. It is not a vehicle because it has a tire that will puncture. It is not a vehicle because a rider always carries a kit of tools with him. We do not dare to say what we think of the decision, because a prison door opens to him who commits contempt of court by expressing an opinion of a decision made by a court. But we can think all we please. We suggest that all those who think that a bicycle is a vehicle go into retirement for a while, and think about it. We can believe that our members can relieve themselves by thinking themselves into that calm state of mind which will let them go forward and blot the record out.

It is whispered that Buffalo wants the next League meet. The Pan-American Exposition will be held there next year. No better place for a meet could be selected. Niagara Falls, asphalt streets, beautiful parks, etc., etc. Put us off at Buffalo.

The Maine division is out with a new road book. It is a very complete volume, and has a vast fund of information to be drawn upon by the tourist. Maine has a very good collection of bad roads, but there are many good roads which lead to summer resorts well worth visiting. There will be a good demand for the books, and we do not doubt Maine wheelmen will come in to get it.

We saw a man the other day who never saw a bicycle. He had seen pictures, but never the wheel itself. He was put behind bars in 1876, and is still there. He was not among those who have said that the bicycle is not a vehicle.

Those who go abroad should write to headquarters and procure tickets of membership in the C. T. C. It is an open sesame to the discounts, and courtesy at hotels, consuls and repair shops abroad.

#### L. A. W. Touring Department

To expedite the giving of information concerning routes, the seven members of the National Touring committee have each been assigned a certain territory, and it is urged that, as far as possible, the seeker for pointers as to short routes communicate directly with the member having charge of the section of the country in which such route or routes are located. Through-route information, and suggestion as to European tours, will be furnished by the chairman. The personnel of the committee, with the territory assigned to each follows:

George M. Schell, chairman, 639 Bourse Bldg., Philadelphia, Pa.—Pennsylvania, Delaware and Southern New Jersey.

Alonzo D. Peck, 221 Columbus avenue, Boston, Mass.—New England States (except western Connecticut) and Upper Canada.

W. S. Bull, Vanderbilt Bldg., New York City—New York State, western Connecticut and northern New Jersey.

L. W. Ryland, 702 Main street, Richmond, Va.—Maryland, Virginia and West Virginia.

W. C. Munro, 243 Grand street, W. H., Cincinnati, O.—Ohio, Kentucky and Tennessee.

A. D. Black, 147 Forty-second Place, Chicago, Ill.—Michigan, Indiana and Illinois.

A. M. Welles, 309 Phoenix Bldg., Minneapolis, Minn.—Wisconsin, Minnesota, Iowa.

Information concerning routes in sections of the country not included in the above apportionment will be supplied by the chairman.

Requests for routes MUST be accompanied by stamped self-addressed envelope or stamp (preferably the former).

It must not be forgotten that the routes furnished by the touring committee are often made up from road books, maps, etc., that have not been kept up to date. It is therefore urged that tourists who travel over these routes promptly report changes that will make the same trips more pleasant for those who follow them.

League members inquiring for routes should in all instances append their League number as an evidence of good faith.

Up to date there have been prepared eleven through routes, as follows:

1—New York to Chicago (via Albany, Buffalo, Cleveland.)

2—New York to Chicago (via Delaware Water Gap, Scranton, Elmira, Buffalo, through Canada and Michigan to Grand Haven; thence across the lake by steamer to Chicago or Milwaukee.)

3—Boston to Albany (to connect with route No. 1), with a branch trip through the Berkshire Hills to the Hudson River (connecting with route No. 1) at Hudson, N. Y.

4—Boston to New York (via Springfield), with a branch trip through Berkshire Hills.

5—Boston to New York (via Providence, New London and Long Island.)

6—New York to Washington (via Philadelphia and Baltimore.)

7—Boston to Portland, Me.

8—Boston to Montreal, with branch trips to the Canada line (Northern Vermont) and the White mountains.

9—Philadelphia to Natural Bridge, Va.

10—Boston to Fall River and Newport.

11—Philadelphia to Delaware Water Gap and Fishkill, N. Y. (connecting with route No. 2—New York to Chicago, via Scranton, Elmira, Buffalo and Canada—at the Water Gap, and with route No. 1—New York to Chicago, via Albany, Buffalo and Cleveland—at Fishkill.)

Inquirers for above routes will save time by communicating direct with the chairman of the touring committee.

#### Touring Alliance With Germany

There is now in the hands of President Sams, a proposition from the Deutscher Radfahrer-Bund, the leading wheelmen's organization of Germany, for the consummation of a touring alliance with the League of American Wheelmen. The Deutscher Radfahrer-Bund has a large list of official hotels, restaurants and repair shops, at all of which (in the probable event of the signing of the agreement by the proper L. A. W. officials) L. A. W. members touring in Germany may secure the reduced rates accorded to regular D. R. B. members; besides which they will be entitled to the free services of the chief and local consuls of the German organization and be privileged to purchase at regular members' rates all road books and maps issued by it. The treaty is signed on the part of the German organization by Ernst Richter, president, of Potsdam, and by Th. Roeder, of Schirmeck. Following is the text of the proposed

#### "AGREEMENT"

between the League of American Wheelmen and the Deutscher Radfahrer-Bund.

"In order to procure for the members of the League of American Wheelmen touring in Germany and for the members of the Deutscher Radfahrer-Bund touring in the United States the same benefits and privileges which they respectively enjoy in their own countries the following agreement between the two organizations is entered into:

"1—Between the League of American Wheelmen and the Deutscher Radfahrer-Bund an exchange of specially numbered blank membership cards is agreed upon, said cards to bear the seal of the organization issuing them, and to be issued on demand for the use of members of one organization touring in the country of the other.

"2—The presentation of these cards entitles the holders to the same privileges and benefits regarding hotel and repair rates, etc., as well as to calls on the services of chief consuls and local consuls, which the members of either of these allied organizations enjoy in their own country.

"3—The membership cards issued by either of the allied organizations can never be used as credentials for the free entry of bicycles through the custom houses of foreign countries. In crossing frontiers only those regulations obtain which are arranged by each organization for its own members.

"4—Common road books, maps, time-tables, handbooks and similar printed matter issued by either of the allied organizations for the benefit of tourists may be obtained on demand by members of the other, upon payment of the proper price. If those articles are given by either organization to its members gratis, then a nominal price (the lowest possible) is to be fixed for members of the other; but when these publications must be paid for by members of the home organizations, tourists belonging to the foreign body may obtain them at the same price.

"5—A Department of Publications for each of the allied organizations is not to be established, because of the manifold difficulties and heavy expenses arising from the printing of new editions, etc.

"6—This agreement has no relation to the exchange of the journals published by the respective organizations."

#### L. A. W. Accident Policy

A special accident policy issued by the United States Casualty Company, one of the oldest companies in existence, and granted only to L. A. W. members under 65 years of age in good standing, through the L. A. W. secretary. The policy provides for \$1,000 in case of accidental death, providing the death was due to accidental means caused by general travel accidents. It also provides for an indemnity of \$5 per week for five weeks, for disabling injuries received in consequence of accidents while traveling by the ordinary means of conveyance, or if such accident occurs in the collision of a bicycle with some other vehicle. The policy is valid for one year. These policies may be obtained from the secretary by any league member for thirty cents (30 cents) each. This policy is the most liberal in provision and the lowest in price of any policy that has ever been issued. No special form of blank required. Send thirty cents. We do the rest.

#### Connecticut Division

A committee has been appointed to protect our legal interests during the coming session of the legislature, as follows:

O. H. Hammond, Torrington; Gilbert S. Raymond, Preston; Nelson J. Ayling, Norwich; Wallace A. Smith, Bridgeport; Henry T. King, Meriden.

Our intention is to prepare preliminary plans for submission to the next regular meeting of the board of officers, held in September, and all members are therefore invited to present their views on the work which should be attempted. Complete organization of forces is required so that lists of probable candidates for office and of bodies of wheelmen who can be addressed will be appreciated. Yours fraternally,

F. W. STARR,  
Chief Consul.

#### Maine Division

The board of officers of your division has revised and reissued the Road Book of the state, and a copy of the book should have been received by every member in good standing July 1. In order that future editions may be right up to date I want you to look over the routes and distances in your vicinity, names of hotels, places of local interest, etc., and let me know of the changes or corrections you would make.

Arrangements are on foot for a fall meet on Labor Day, and notice will be given by the middle of August. The meet will be held at a place centrally located and on the main line of the M. C. R. R.

The subject of guide boards is one which should interest every member. The state law compels the erection of suitable boards at intersection of all highways and we have been calling the attention of town officials to the law. Many new boards have been erected and a general improvement is noticeable. But in order to cover the state in good shape we must have the help of every member. Let me know if the law is complied with in your town. Old weather-worn boards should be replaced. Let me know if the local authorities are not attending to this matter and I will touch them up. In order to advertise the fact that we are in earnest in this matter, suit has been brought against the city of So. Portland for neglect in this respect and the action has been freely published in the daily press. Every town in the state has been duly notified and if you will help us out it will be only a short time before the state is well covered with guide boards. Very truly,  
CLARENCE W. SMALL,  
Chief Consul.

#### Massachusetts Division.

The arrangements for the summer meet at New Bedford, Aug. 9, 10, 11, have been perfected and a grand and glorious time is promised. Vice-Consul Howland, who lives in New Bedford, is arranging the details. He has written: "We really have a great layout for the members, and the mayor of the city and fourteen bicycle clubs back of us to help it through." The local committee is headed by Mayor Ashley and includes the vice-consul, delegates of the consulate and also of fourteen clubs. This committee has raised five hundred dollars to be used in entertainment. During the meet the First Regiment

# SPEED =WITH= COMFORT

A Cushion Frame bicycle does not mean a Spring Frame bicycle. The latter was dropped years ago. Its essential principle is an AIR CUSHION and SPRING DEVICE which :: :: ::

## POSITIVELY CANNOT GET OUT OF ORDER.

It INCREASES the RIDER'S COMFORT WITHOUT DECREASING HIS SPEED. In fact with an equal expenditure of leg power one can ride faster over any ordinary road on a CUSHION FRAME than on the so-called rigid bicycle. A fair test will convince anyone of the truth of this statement.

**HYGIENIC WHEEL CO.,**  
—220 BROADWAY, N. Y.—



## APPLICATION FOR MEMBERSHIP IN THE L. A. W.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue, Boston:

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy five cents for one year's dues, and the remaining twenty five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. Magazine, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town..... State.....

Cycle Club..... Write references on margin below.

heavy artillery will be camped at Fort Rodman, and three war vessels will be in the harbor. An opportunity is offered to visit the large cotton mills, some of the old whaling ships long since out of service, the U. S. forts and lighthouses. The main features for the meet are the following:

First day—Various runs and visits to places of interest; band concert in the afternoon and evening; a big smoker and vaudeville show in the evening.

The second day there will be aquatic sports in the forenoon at Pope's Island on the new bridge. At noon a big clam bake at Fort Phoenix. In the afternoon two expeditions start for Onset, one on wheels over the state roads, the other by boat, the two to unite at Onset and return by moonlight. A band will be on the boat.

On the third day are bicycle races in the afternoon. In the evening there will be a lawn party at Fort Phoenix, with dancing, and promenading on the rocks.

The clubs are to keep open house and offer a warm welcome to all visitors. A committee of ladies are planning special entertainment and comfort for lady visitors and their friends. The moon being full during the meet, we have planned to take advantage of it.

The touring committee, Mr. A. D. Peck, chairman, and Messrs. J. Fred Adams, Dr. A. A. Bryson, W. W. Stahl and A. W. Pease, are arranging tour from Boston and other places to take in one of these tours. It will be a pleasant way to go, and with these gentlemen in charge everybody will be cared for. It will be perfectly proper for ladies to go on these tours even if unac-

companied by a gentleman, as several married ladies are going with their husbands and have kindly volunteered to look after and care for all. There is no reason why this should not be a rousing meet. Bring your wheel and L. A. W. ticket. Yours truly,

GEO. A. PERKINS, Chief Consul.

## Massachusetts Summer Meet

Capt. A. D. Peck, chairman of the Massachusetts division touring committee, has arranged a tour to the mid-summer meet at New Bedford. The tour will leave Copley Square, Wednesday morning, August 8, 8:30 a. m., and will go only as far as Taunton the first day, taking dinner at Brockton. This it is considered best to do, taking time to cover the distance and without hurrying and in this way suit the convenience of a good many and give a chance to see the country.

The route to Brockton is via Park System, Forest Hills, Mattapan, East Milton, Quincy, Braintree, So. Braintree, Holbrook and Brockton, taking dinner here and after two or three hours' rest, continuing via Marshall's Corner, Eastondale, North Raynham and Taunton, stopping here over night. A trolley ride will be had in the evening. The distance from Boston is about 40 miles. The next morning, August 9, leave Taunton at 8:30 a. m. and ride to New Bedford via Caswell's Grove, East Freetown, Lissons and Acushnet to New Bedford, distance about 23 miles, arriving at noon and in time to take in the address of welcome by His Honor, Mayor Ashley, senior consul of South Bristol

## RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue Boston:

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number..... Date of Expiration.....

Name.....

Street and No. or P. O. Box.....

City..... State.....

City and Division in which my home is and to which I should be attached.....

Magazine will be stopped at date of expiration. You have 60 days in which to renew.

consulate, and reply of Chief Consul Geo. A. Perkins, and the festivities of the meet.

Sunday leave New Bedford at 8:30 and return over the road, taking dinner at Brockton, arriving early in the evening in Boston.

All L. A. W. members, both ladies and gentlemen, are invited to go on this tour.

The N. Y. C. & H. R. R. Co., Geo. H. Daniels, G. P. A., New York City, has issued a number of pamphlets of interest to the summer tourist and to the New Yorker in search of a suburban home. The tourists' pamphlets deal with two to fifteen day pleasure trips, the Adirondack mountains and the Thousand Islands, while the suburban home pamphlet points out any number of choice locations within easy reach of the metropolis.

## Michigan Division.

It is better to have tried and failed than never to have tried at all, but far more satisfactory to have tried and succeeded, and this is what we have done by establishing a precedent for all state divisions as well as the National body to follow in our Good Roads Congress and L. A. W. Festival. We had plenty of fun, but did not get so funny as to lose all our sense and forget that the paramount object of our grand organization is—how to improve the roads.

The influence of this congress and festival has spread over this country and Canada, and you that have renewed, applied, subscribed or attended have helped to make it the success it was.

Prominent men from both countries pronounced it the most intensely interesting and enthusiastic Good Roads Congress that they ever attended.

Through? Should say not. The division needs you more today than ever. We are on the eve of success. Your brother, whether of kin or wheelmanship relation, should come in. You are in a degree his keeper; are you keeping him out or helping him in? Less than thirty have had a hand in bringing in the four hundred applications this year, showing that there are twelve hundred who lean while there are thirty who lift. Are you a leaner, or are you one of the thirty and a lifter?

Come up to the help of the division against the mighty bad roads of Michigan. Stand by your officers who have every reason to believe that in the next legislature a law will be passed granting state aid for the building of permanent roads and sidepaths.

Let us congratulate ourselves that we are the largest division west of New York and Pennsylvania. Passed Ohio this week. If ever a herculean effort was necessary, 'tis now. Get an old member to renew or a new applicant at once and become a lifter in an organization that has done more than all other agencies combined to lift this country out the slough of despond, born from living axle deep in mud for a century. Yours for good roads and good times.

H. S. EARLE,  
Chief Consul Michigan Division.

One of the simplest, smallest and most effective repair tools ever placed on the market is that manufactured by H. Overbaugh, 325 Broadway, New York City. It is rapid and convenient and uses any plastic cement. The tool retails at 35 cents, but L. A. W. members can each secure a sample by sending 25 cents to the address given. Mr. Overbaugh desires also to place the tools in the hands of agents. Write for terms.

## Rhode Island Division.

The fact that the Rhode Island Division has promised a gold medal to the members who secure fifteen new L. A. W. members has given the members of the Pawtucket Consulate a new lease of life. Already several of the members have secured the necessary number of names to secure a medal. Since January 1 the Consulate has secured 58 new members.

The sidepath commission recently appointed by Governor Gregory met last week and organized with Prof. Homer J. Wheeler, of Washington county, as chairman, and Vernon J. Briggs as recording secretary and treasurer. The board got right down to business and the matter of establishing sidepaths was discussed. The secretary was instructed to send communications to the various district consuls throughout the

## IT FITS YOUR CYCLE.

YOU CAN

RIDE 50 MILES

AND

PEDAL ONLY 35

WITH THE

Morrow Coaster &amp; Brake

ECLIPSE BICYCLE CO., Elmira, N. Y.

state, requesting their assistance. These consuls are expected to investigate the needs of their districts and report back to the secretary as soon as possible. After receiving the reports from the district consuls the board will make an investigation for the purpose of determining which section of the state it is most advisable to construct the first path. In the meantime the commissioners are obtaining from various parts of the country the views of the L. A. W. officials in regard to the best materials for the construction of the paths. As yet the commissioners have no funds with which to proceed with except for the contribution from the Rhode Island Division of the L. A. W., amounting to \$100 to provide for traveling expenses. Naturally the cost of constructing the path will be considerable, but it is expected that a large number of wheelmen will be willing to contribute to the cause which is for their especial benefit. In other states it is customary to tax a small amount each year for all riders who use the paths and this is the plan upon which the commissioners will work here as soon as one is ready for use. This movement is being carried out primarily under the auspices of the L. A. W., and all wheelmen who become affiliated with the League will be assisting in promoting the cause.

Out of town wheelmen who visit Pawtucket speak in complimentary terms of the work of the League of American Wheelmen in erecting guide posts in all portions of the city and also caution signs that warn the strange riders of the bad places and hills in the city. On every street of any prominence that leads from the city large guide posts telling the distance to the places on that road have been erected. The valuable information on the guide boards saves the bicycle rider many stops and also from losing his way. The caution signs are placed on pole or trees some distance from the bad places in the streets or hills and thus warn the rider of the danger of riding fast. The superintendent of street signs, James M. Crawford, has been made a member of the League and he does all in his power to help the cause along.

The meetings of the Pawtucket Consulate are held each month. Every three months there is a quarterly meeting. There are many lady members of the League in this city and on the date of the quarterly meeting the ladies and the gentlemen generally hold an outing. In the winter months a banquet and entertainment is given for the benefit of the lady members and friends. The idea is not to slight the ladies but to give them an opportunity of becoming acquainted with the L. A. W. work.

There are few people outside of the L. A. W. members who know anything about the League work. With an idea of having everybody get acquainted with the work, Frank T. Sibley is preparing a shield which will have three pockets in the front to hold L. A. W. matter. These shields will be placed in public places and the literature will be furnished gratis.

ROBERT A. KENDALL,  
District Consul Rhode Island Division, District 8.



## Shop Talk

Hand cameras may be said to have been so much improved and simplified, that in their appearance and construction they are practically perfect. We can hardly claim this of the optical part of the modern hand camera. The lens has been simplified and cheapened on the one hand for the sake of popularizing the price of the camera, and on the other hand there have always been wanting sufficiently compact high-grade lenses which could be used in the cycle and pocket cameras, in which the cyclist is most interested. We are now informed of a new construction of lens, belonging to the highly corrected type of Anastigmats, of which it is perhaps the latest and most improved form, which is so compact that it can be fitted to the smallest cameras. The Collinear lenses, to which we refer, are made by the Voigtlaender & Son Optical Co., of 47 West 14th street, New York. Among the qualities which their lenses are universally conceded to possess, are theoretical correctness, handsome, accurate workmanship. The Collinear lenses are rapid, exceedingly so, perfectly rectilinear, accurate and clear in definition, they cover a wide angle, and are absolutely anastigmatic. They are perfectly symmetrical and can be used as long focus lenses to produce pictures of double size. But their main value lies in their adaptability to the modern compact camera. This will be good news for the owners of folding pocket Kodaks in particular. These cameras are exceedingly handy, but there is vast room for improving the lenses, most of which are the simplest form of achromatic lenses. The Voigtlaender & Son Optical Co. furnishes Series III lenses fitted to rapid shutters, and insert them directly into folding pocket Kodaks, whereby the company assures us that the efficiency of the instrument is wonderfully improved. But these are not the only cameras that they can so improve. An inspection of the company's catalogue will show the wonderful adaptability of the Collinear. The Collinear is patented here and abroad, and is the invention of a firm that has been prominent in optics since 1753.

Many a cyclist would take more exercise on his wheel if he was not fearful of overdoing, and having to pay the penalty for so doing in lame muscles, depressed spirits and a decided loss of restful sleep for want of a proper remedy that could be easily applied when the spin was over. Your attention is called to the Moxon Liniment Company advertisement on an other page, which we feel assured is all they represent it to be. Many of the Athletic Associations, and thousands of bicycle riders from Maine to Texas are using it. It is also a great favorite with the horsemen throughout the country. While the proprietors do not claim it a cure for every ill the human family is heir to, they do emphasize the fact that it is the cheapest, strongest and most effective external remedy in the world for overtaxed and strained muscles, lameness of any kind, inflammatory swellings and sprains. The makers offer to send one bottle free to every L. A. W. member who requests it, and at the same time forwards to them the name of his druggist.

Cycling loses more than half its worth when it becomes uncomfortable; ease is enjoyment. Thousands of riders who have discovered this fact for themselves, have become converts to the cushion frame bicycle, and today there are no more enthusiastic riders anywhere than these who are securing all the enjoyment that wheeling affords. Ladies like soft perfumes. Men smoke soothing cigars. All of us are happiest when we can rest ourselves in easy seats. And in cycling there is nothing that affords greater pleasure or more satisfaction than the cushion frame wheel, which the Hygienic Wheel Co., 220 Broadway, New York City, has made the desideratum of all rational riders.

If tires wouldn't puncture the world would be rid of a great deal of its harshness. There is hardly anything more tormenting than to find a hole in one's tires when cycling, and for that reason puncture-proof tires have always had a field. Most of these, however, have been heavy, cumbersome and lacking in resiliency, faults

that seem to be overcome by the Lattina Cellular tire, illustrated and described in an advertisement elsewhere in this issue. Look it up.

Geo. E. Shaw, 39 Warren street, New York City, offers something novel in the Ball Bearing Political Badges. These are made of regular ball retainers, with handsomely finished color portraits of national candidates in the center. Ten cents in silver secures a sample.

Early wheelmen had trouble with their valves. No two were alike and none but one's own pump could be attached to them. A new era was inaugurated when A. Schrader's Son, 30-32 Rose street, New York City, introduced the Schrader Universal valve, and to this day the Schrader has been a leader in its field.

Morrow coaster-brakes and rear wheels complete, ready to be attached to frame, for \$6 and Catlin's guaranteed tires at \$4.50 per pair, are two attractive offerings to League members made in this issue by F. B. Catlin, Winsted, Conn. You need send only fifty cents with your order: the balance C. O. D.

An air-tight cap valve, standard size, without springs and free in its use is offered at 25 cents per pair by the Standard Valve Co., 136 Liberty street, New York City. These can be secured for either bicycle, automobile or other vehicle tires.

J. G. Swindeman & Co., 122 Superior street, Toledo, O., who are reputable bicycle dealers and jobbers, and therefore are not to be classed with department houses, offer in this issue an unprecedented opportunity for League members to secure bicycles at the marvelously low price of \$15. Send \$1 with order, and the wheel will be shipped by express. When it arrives, you have the privilege of examining it, and if it is not precisely as advertised you need not accept it. Be sure, however, that you clip out the advertisement and send it with the order so that you may secure the advantage of the special rate. Among other first-class fittings, the Centennial bicycle, which the firm is offering at \$15, has Fauber, 1906 pattern, one-piece crank hanger and League adjustable handle bar. This is an offer you cannot afford to overlook.


The Long Island Railroad Company has long been the wheelmen's favorite. Its liberal dealings with cyclists are noteworthy, and the arrangements it has made for caring for the comfort of bicycle riders touring on Long Island have made that Garden Spot of America the most frequented and the most desirable place in this country in which to tour. Send two cents for the company's latest handbook, The Cyclists' Paradise.

Among coaster-brakes, none holds higher rank than the Morrow, the pioneer, which is manufactured by the Eclipse Bicycle Co., Elmira, N. Y. Not only is the Morrow absolutely frictionless when coasting, but also its brake is positive in its working and always to be depended upon. This is a feature not to be overestimated.


### Correspondence from Members

A good illustration of the too common neglect of members to profit by their investment was recently furnished when an agent of an accident insurance company wrote \$1,000 policies for a number of league members, among them consulate members and local consuls, at \$1 a year with \$5 indemnity for ten weeks. The same insurance, except that the indemnity is for only five weeks, can be obtained through the secretary of the league for 30 cents. This would practically be a saving of one year's dues. Naturally those who have been heard from feel a little sore, but they have only themselves to blame, for their indifference met with its just reward. On this account it will never be known how many were caught. While no remonstrance can well be offered to the action of the company and its agent, it is apparently our duty to apprise our members of the saving which they can make by securing their insurance through the secretary. It was thought best to acquaint you with the facts.—Julius G. Linsley, Oswego, N. Y.

The July Magazine is the best L. A. W. publication I have ever seen, and I want to have a complete file of the paper.—T. E. Longden, office depot quartermaster, Chickamauga National Park, Lytle, Ga.



Read what  
**Spalding**  
the Athletic Authority  
says about  
**Wool Soap**



Washed with "Wool Soap"

**A. G. Spalding & Bros.**  
New York - Chicago

Washed with Common Soap

NEW YORK, February 24th, 1900.

Messrs. Swift & Company, Chicago, Ill.

*Gentlemen:* There has been more or less trouble from people who do not understand how to clean sweaters. They wash them in all kinds of ways, and they shrink up and make no end of trouble. Your Wool Soap is the very best thing to use in washing sweaters.

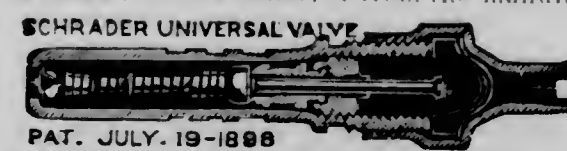
Yours very truly, (Signed) A. G. SPALDING & BROS.



**THE NESTER COASTER BRAKE CO.**  
22 SUPERIOR ST. BUFFALO, N. Y.

### SCHRADER UNIVERSAL VALVE.

Simple and absolutely air tight. PARTS can be obtained from any tire maker, bicycle dealer, or from the manufacturer.



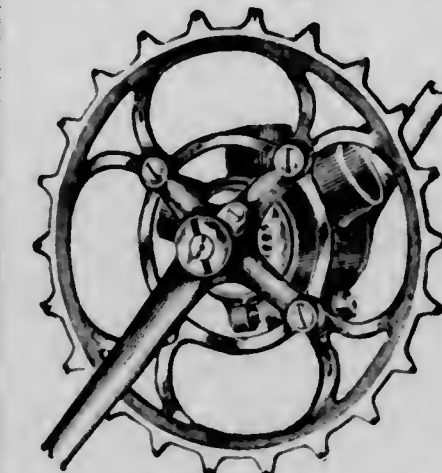
A. Schrader's Son, 30, 32 Rose St., New York.

**3 in One** DOES IT ALL!  
Cleans and Polishes, Lubricates.  
(never gums), Prevents Rust on  
all metals. Standard of the world. Sold Everywhere.  
Sample bottle for 2-cent stamp to pay postage.  
G. W. COLE CO., 143 BROADWAY, NEW YORK.

### "D. & J." HANGERS

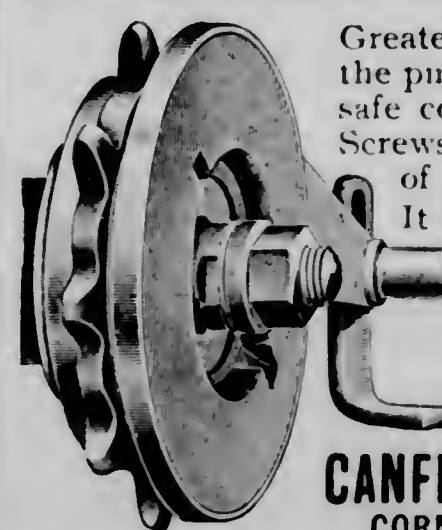
Mechanically Correct  
AND  
Accurately Ground.

Absolutely the Best  
and Lightest. Racing  
men prefer them.



PARK CITY MFG CO., Inc.  
N. W. Cor. Jackson & Clinton Streets, CHICAGO.

### \$4---CANFIELD COASTER BRAKE



Greatest improvement since the pneumatic tire. Insures safe coasting. Saves labor. Screws on the hub in place of the regular sprocket. It is the simplest, neatest, strongest and most efficient. Best inside; best outside. Fits any hub. Anyone can apply it.

Booklet free. Address  
**CANFIELD BRAKE CO.,**  
CORNING, N. Y., U. S. A.





# Rambler

## BICYCLES

have those qualities which are indispensable to correct bicycle construction:

Rapidity	Life
Airiness	
Mode	Elegance
Beauty	Reliability

These and a hundred other points are amply explained and illustrated in a 38-page catalogue (the beautiful poster-cover of which is herewith reproduced, though without the exquisite color effect of the original) which will be mailed free on receipt of a request addressed to

### THE RAMBLER

228 N. Franklin St.

Chicago, Ill.

*You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads*

## LONG ISLAND

### Cyclist's Paradise

—AND—

### Automobilist's Arcadia

New York's Only  
Sea Coast.



Improved Highways.

Ideal Cycle and Side Paths.

Finest Riding Territory in  
the United States.

The Best Cycling Route  
Between New England and  
the West.

## Good AIR WATER ROADS

For handbook containing  
Map, Distances, Routes and  
Runs address—

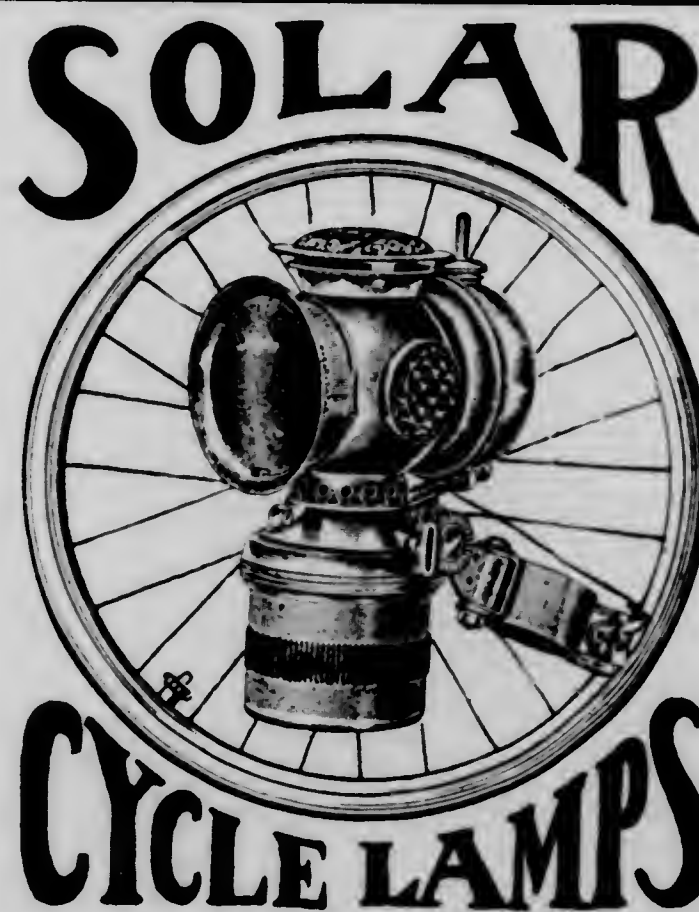
Long Island Railroad Co.,

H. B. FULLERTON,  
Special Agent, Pass. Dept.

Long Island City, N. Y.

If you are interested  
in Motor Cycles, Motor  
Vehicles and any news  
pertaining to that in-  
dustry, send your name  
and address and we will  
send a sample copy of  
the most interesting  
publication printed on  
the subject.—

THE MOTOR VEHICLE  
REVIEW,  
Cleveland, Ohio.



Are the standard Acetylene Gas Cycle  
Lamps. Their great success is due to  
the patented system of gas generation  
which secures a steady bright white  
light. Your dealer sells them for \$3.00,  
or we will send them to you express pre-  
paid for this price.

Our booklet "Solar System" sent free.

Badger Brass Mfg. Co., Kenosha, Wis.

*You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads*



## The Goodyear Detachable Tire

It is quickly and easily repaired. Cannot creep on the rim. Fits common Crescent rims. No cement required. The inflation of the tire causes it to grasp the rim firmly.

**SIMPLEST,  
MOST DURABLE,  
MOST PRACTICAL.**


You know what the Goodyear quality is. That's the material that goes into the "Detachable"—the best quality of material throughout, and guaranteed for a full season's riding.

**The Goodyear Tire  
and Rubber Co.,**


AKRON, O., U. S. A.



**The Lattina Cellular Tire**  
ends all tire trouble. Cannot be punctured. Requires no inflation. Always the same. Possesses the highest degree of resiliency. No leaky valves. Smaller than pneumatic, lighter than a solid tire, more durable and cheaper than either. For Vehicles, Automobiles and Bicycles.  
**THE RUBBER TIRE CO., Phila., Pa.**  
Samples shown and contracts made only by  
**LATTA & MULCONEY, 1215 Market St., Philada.**



**CUFFS HELD**  
with the IMPROVED WASH-  
BURN PATENT CUFF HOLD-  
ERS can be placed just where  
you want them; will never slip  
but may be instantly released.  
Drawers Supporters, easily ad-  
justed or taken off—excellent  
for holding golf trousers. By  
mail, 25c. the pair. Catalogue  
showing these and other novel-  
ties, free. Address, Box 43  
**AMERICAN RING CO.,**  
WATERBURY, CONN.



**STANDARD CAP VALVE**  
for Automobiles, Carriages and Bicycle  
Tires. Price, per pair, 25c. Is adapted to any  
valve now in use. Has no springs, pumps freely,  
and is guaranteed to be absolutely air-tight. We  
manufacture all styles of air and fluid check valves.  
The foreign patents are for sale.  
**STANDARD VALVE CO.,**  
186 Liberty St., New York.

## Look These Up

**Spamer Handle Bar Covers**

Worth \$1 Each.

OUR PRICE - 25 Cts. Each.

**Taggart's Spoke and Nipple Grips**

Worth \$2.00 a Dozen.

OUR PRICE - 50 Cts. Doz.

**Universal BELL and BRAKE**

Worth \$2.50 Each.

OUR PRICE - 50 Cts. Each.

SEND FOR SAMPLE OF EACH.

**CYCLE NOVELTY CO.,**

180 St. Clair St.,

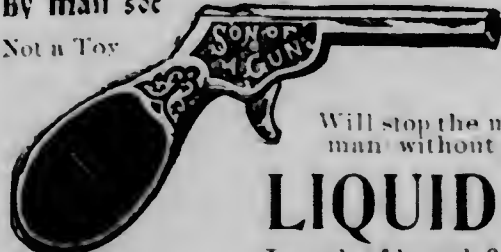
CLEVELAND, OHIO.



**FOR COMFORT**  
when riding a wheel or  
enjoying athletic exercise  
of any kind we would rec-  
ommend for your consid-  
eration to wear a  
**BIKE JOCKEY STRAP  
SUSPENSORY.**  
Such well-known athletes  
as Jeffries, Fitzsimmons,  
McCoy, Arthur Gardner,  
Major Taylor and other cranks are all wearing  
them. Send for circular. Ask your dealer, or we  
will mail the Suspensory on receipt of \$1.00  
**SHARP & SMITH, 92 Wabash Ave., Chicago.**



**AGENTS WANTED  
—FOR—  
BALL BEARING  
POLITICAL BADGES.**  
Made of regular ball retainer,  
handsomely finished portraits in  
colors. Send 10 cts. in silver for  
sample and particulars.  
**GEORGE E. SHAW,**  
35 Warren St., New York, Dec. 1



By mail 50c  
Not a Toy  
**Nickel-Plated.  
Durable.**  
Will stop the most vicious dog or  
man without permanent injury.  
**LIQUID PISTOL**  
Length of barrel, 3 in.; total length 5 1/2 in.  
**Parker, Stearns & Sutton, 228 South St., New York**

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

You are either interested or  
should keep an eye on the  
development of the  
Motor Cycle and  
Motor Vehicle  
industry.  
The

## MOTOR VEHICLE REVIEW

is the best edited paper in its field. It  
has active and intelligent correspon-  
dents all over the country  
and Europe, and nothing that  
you ought to know is  
left out of its columns.

Besides being the best paper, it is the  
most reasonable in subscription  
price, \$1 a year—for 52 issues.

Can you afford to be  
without it?

Address MOTOR VEHICLE REVIEW, CLEVELAND, O.



Best Trade Paper for dealers and  
repairmen, at the least cost—

**"WE  
MAKE THEM ALL  
HUSTLE"**

**Cycling  
Gazette**

**"THE  
BRIGHTEST  
OF THEM  
ALL"**

*Cleveland. Chicago.  
New York.*

**"THE MOST NEWS IN THE LEAST  
SPACE"**

**THOUSANDS ARE DELIGHTED  
READERS.**

**ARE YOU?**

Best Trade Paper Advertising  
Medium, at any price.

## SORE MUSCLES

Every cyclist, whether a beginner or veteran, gets enthusiastic and overdoes the pastime occasionally; the result is sore, stale muscles, and a general feeling of exhaustion. In such cases a good, strong restorative is wanted (not too bulky to be taken along on a trip.) The best thing on the market today is

## MOXONS' LINIMENT

Made at the celebrated Mt. Clemens Springs. This liniment is so powerful that it may be diluted in equal or more parts of water, making it the most economical liniment on the market. No bicycle rider or athlete training or riding for business or pleasure can afford to be without it. We guarantee it to do the work or money refunded.

**PRICE, 25 CTS. A BOTTLE**

**SPECIAL for L. A. W.'s** We have so much faith in our liniment pleasing you that we will send EVERY L. A. W. MEMBER A FREE SAMPLE BOTTLE, provided they send us the name and address of their druggist.

**THE MOXON LINIMENT CO., - MT. CLEMENS, MICH.**

### H&R ARMS CO'S BICYCLE REVOLVER

It doesn't take much room, it doesn't cost much money, but it may prove invaluable, and worth many times its price. Small frame, compact, effective and reliable. Finely finished. *A special arm for a special purpose at a special price.* **\$4.50**, and if your dealer can't supply you, you can buy of us; we will pay the express. Try your dealer first, please. **Catalogue FREE.** Harrington & Richardson Arms Co., Dept. W, Worcester, Mass.

**SPECIAL TO L. A. W. MEMBERS**  
Rear wheel with Morrow Conster and Brake, ready to fit to your frame, \$6.00. To introduce our guaranteed tires we offer this month at \$4.50 per pair. Name size and send cash with order, or 50c and **F. B. Catlin, Winsted, Conn.** balance C. O. D.

### WHEELMEN FIND THE NEW YORK CENTRAL

the most convenient line to travel on. Being the first railroad built in New York State, it runs through a region of good roads, wheelmen being able to go out from any one of its large cities such distance as they wish and ride back at 2 cts. per mile. They also find the 500 mile tickets convenient and a great saving in time.

The New York Central holds the wheel record, it having handled in its baggage room at Grand Central Station during the year 1899, 81,049 wheels, without loss or injury to a single wheel.

Our illustrated Catalogue, a booklet of 40 pages, 4 x 8, gives synopsis of contents of each of twenty-seven books; this Catalogue sent free to any address on receipt of a postage stamp by George H. Daniels, General Passenger Agent, Grand Central Station, New York.



EVERY  
GENUINE



**KREMENTZ**  
ONE-PIECE COLLAR BUTTON

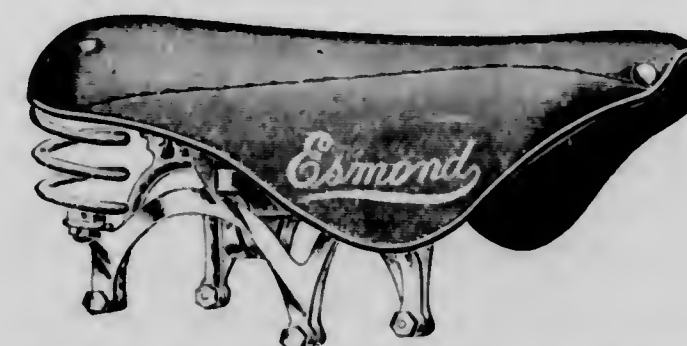
Has the name "Kremetz" stamped on the back, showing quality, whether solid or plate, as our plate outwears some solid buttons. Beware of imitations. You get a new one without charge in case a genuine Kremetz button is damaged from any cause. Special styles for Ladies' Shirt Waists and Children's Dresses. Sold by all Jewelers. **The Story of a Collar Button free on request.**



**KREMENTZ & CO.**  
38 Chestnut St., Newark, N. J.



### THE ESMOND SADDLE AND CUSHION FRAME



The Esmond changes a RIGID frame to a CUSHION frame, retaining all the ADVANTAGES of a rigid frame.

Your wheel will last twice as long, as the Esmond relieves the wheel of the strain of your weight.

*No Saddle Soreness*, owing to the impossibility of friction on the leather.

*Greatly Increased Power*, especially in hill climbing.

If you use a coaster brake you may be seriously injured unless you have an Esmond to sit on.

A large number of L. A. W. members have taken advantage of our free trial offer and are riding the Esmond. This offer is still open. Write for catalogue.

**ESMOND CYCLE SADDLE CO.,**  
80 Wall St., New York.

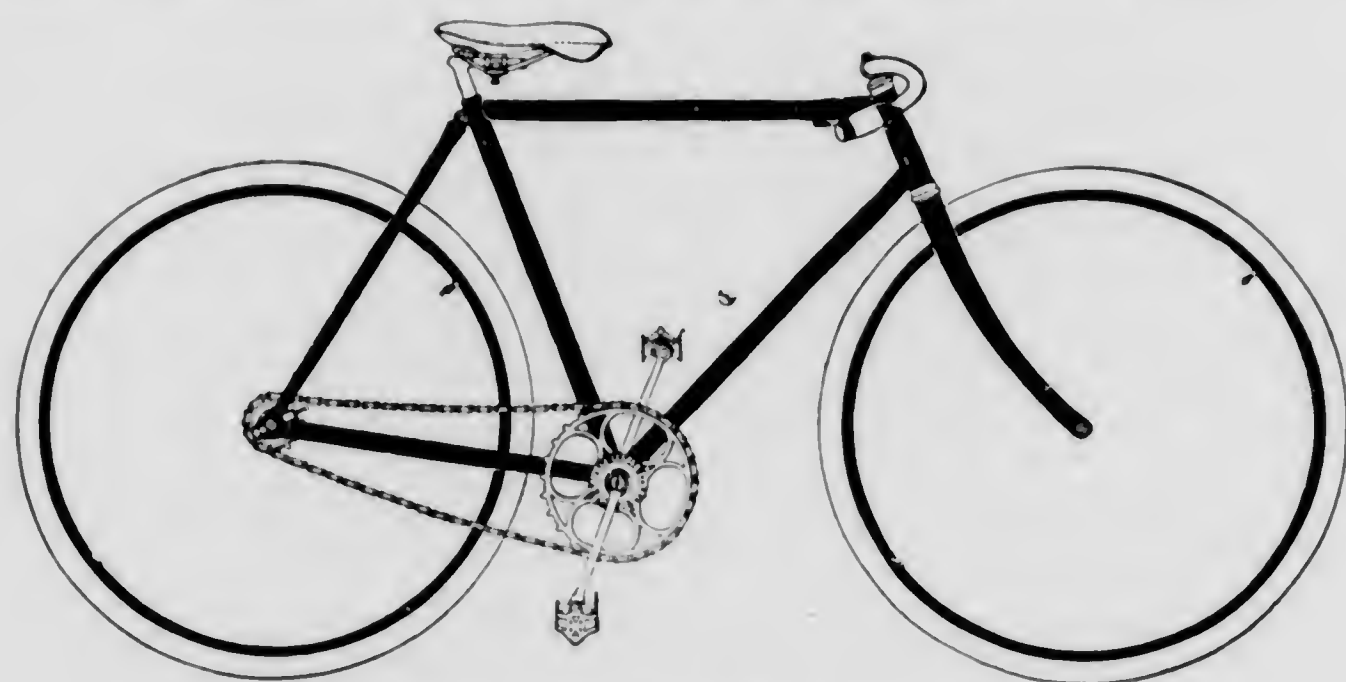
You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



## A HIGH GRADE... BICYCLE FOR \$1.00

Cut this adv. out, send to us with \$1.00, state whether you wish Gent's or Ladies' Bicycle, also state specifications you desire, and we will send you this "1900" Model Centennial Bicycle by express C. O. D. subject to examination. You can examine it at your express office, and if found satisfactory, just as represented, the most wonderful bargain you ever saw or heard of, equal to any bicycle that retails at \$35.00, pay the express agent our SPECIAL PRICE—\$15.00, less the \$1.00 sent with order, or \$14.00 and express charges.

The CENTENNIAL is Strictly High Grade, and the construction modern in every detail. It is covered by a binding guarantee, and worth every cent of \$35.00.



CENTENNIAL GENT'S MODEL.

## SPECIFICATIONS FOR MEN'S MODEL.

**Frame**—22 or 24 inch, 5 and 6 inch heads, 1 1/8 inch cold drawn seamless tubing, 2 1/2 inch drop. Upper and lower rear stays D shaped and tapered. **Crown**—"Columbia" box style crown, nickel plated. **Colors**—Black or blue plain or with single line gold stripe. **Hanger**—Genuine "Faulner" 1900 pattern with 7 inch cranks. **Sprockets**—22, 24 or 26 tooth front by 8 or 9 tooth rear **HUBS**—Turned from the solid bar, cups and cones special steel, carefully tempered, and ground, 3 point bearings with ball retainers and felt washers. Self-oiling recess rendering bearings positively dust proof. **Chain**—"Indianapolis" B block, straw tempered. **Rims**—

"Rastetter" with three colored stripes, handsome contrast with frame. **Pedals**—"Syracuse or Bridgeport," either rat trap or rubber combination. **Seat Post**—"L" pattern with expander. **Handle Bar**—"League" adjustable with expander. **Saddle**—American Saddle Co.'s style "P". **Tires**—"Wabash" single tube, guaranteed, equal to any tire made. **Equipment**—Tool bag, wrench, oiler, pump and repair kit.

Genuine "Faulner" One Piece Hanger. "League" Adjustable Handle Bar.

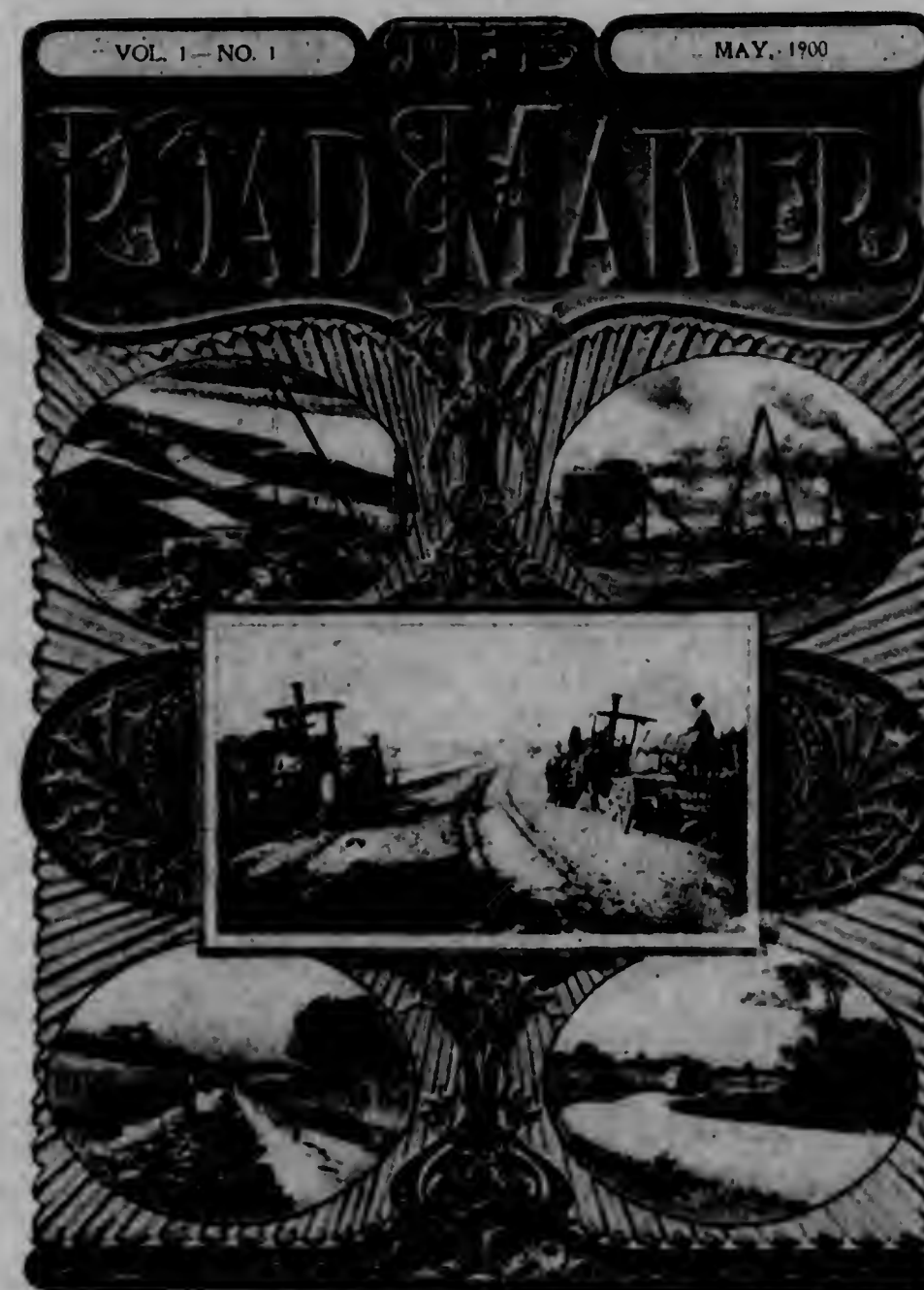
....Similar Specifications for Ladies' Model....

## J. G. SWINDEMAN & CO.,

MANUFACTURERS' AGENTS and JOBBERS

132 SUPERIOR ST., = = TOLEDO, OHIO.

Send for copy of our "RED FLYER"—tells you how to buy Bicycle Sundries and Supplies at half price.



## Good Roads

## FOR Wheelmen

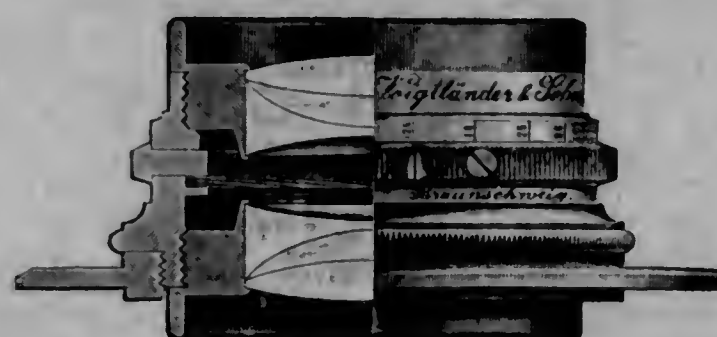
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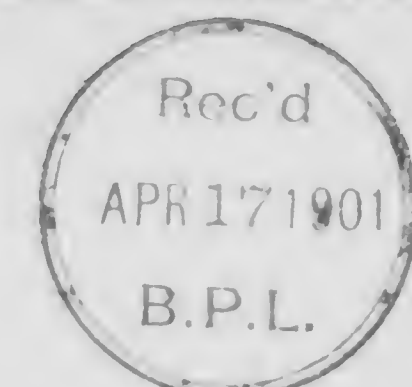


OLD SERIES, VOL. XXXI  
NEW SERIES, VOL. I, NO. 4

SEPT., 1900

PRICE 10 CENTS  
\$1.00 A YEAR

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# L. A. W. Magazine



Old Series, Vol. XXXI.  
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## Observations of the Month

### Wisconsin's Good Roads Plank

Following in the footsteps of the Republican party's national convention, the Wisconsin wing of the party now in national power has adopted a good roads plank that reads as follows:

"We believe that the demand for better highways, made by the farmers of Wisconsin, should be encouraged by the State, as favoring an improvement of great practical benefit to the agricultural interests."

This, we believe, is the first good roads plank inserted in any State platform since the Republican National Convention recommended the "subject to the earnest consideration of the people and of the legislatures of the several states," and as such, perhaps, it should be accepted as a slight proof of the party's earnestness in advancing the cause of improved highways; but, nevertheless, it appears strange that professed honest devotion to the cause should permit itself to be clothed in the language of circumlocution, when there is no necessity for ambiguity. The Republican party either does or does not want good roads, and it should speak according as it feels. There is nothing to be gained through a flow of language that may be construed to mean any one of a dozen things.

As we observed last month, it is a large question whether good roads planks in which the actual meaning is obscure are better than no good roads planks at all. And the Wisconsin action has not furnished an answer.

### Two Good Roads Congresses

The Good Roads Congress precedent, established by Mr. Earle at Port Huron early in July, is being followed in a manner that cannot fail to be pleasing to those who are in earnest in advocating improved highways. One of these was held on the 21st ult., at Saginaw, Mich., under the patronage of the Office of Public Road Inquiries, and another is scheduled to take place at Topeka, Kans., on September 25th. These gatherings are novel, in that they are neither wheelmen's assemblies, nor farm-

ers' congresses, being instead, meetings at which all advocates of better roads, no matter what their class or vocation, are invited to attend. Shorn of class, these good roads congresses are certain to be far reaching in effect, and it is satisfactory to note that the gospel of highway improvement has reached the stage where it is no longer the peculiar hobby of any particular order of beings. Good roads are a matter that should interest every live American, and these new good roads congresses go to prove that the subject is gaining its deserved place in our national economy.

### Influence of Rural Free Delivery

Still another agency that is tending rapidly to increase interest in road questions is the rural free mail delivery system, which is now so firmly established, and so justly popular that henceforth it must be steadily extended, rather than curtailed. Good roads are made a perquisite to the establishment of the rural free mail delivery service, and hence, the masses that live remote from post offices must either continue to travel to the point where post offices are located, or else take steps which shall result in highway improvement.

In an interesting and authoritative article on rural free delivery, published in the Saturday Evening Post, former First Assistant Postmaster General Perry S. Heath, points out in plain language that the new service has earned a popularity far greater than postal officials ever had reason to expect, and, this being so, it is evident to the observer that, since rural residents must do without the service or provide usable roads, the likelihood is that they will hasten to bring about the construction of the latter.

### Increases the Population

It has long been argued that good roads increase prosperity, but it has remained for Alabama to present most convincing proof of this argument. In a recent issue the Birmingham, Ala., Herald, devoted a col-





THE LATE F. P. VAN VALKENBURGH.

room of space to the growth of good roads in that state, and printed figures to show that the counties having the best roads were most prosperous, had made greater gains in population during the last decade than had counties characterized with poor ones, and were otherwise enjoying educational and social advantages not to be had in other counties. The Herald stated that the increase in population was doubtless due to the fact that people preferred to live in a section where roads were usable in all weather, thus always having communication with each other, and had emigrated from sections not possessed of the advantages of good roads. Another point on which the Herald laid particular stress was the fact that nearly all of Alabama's good roads were constructed with borrowed money, a condition that at no time distressed the borrowers.

#### Good Roads Facts and Figures

Also loaded with facts and figures demonstrating the inexpensiveness of good roads are three pamphlets the L. A. W. MAGAZINE has received from that sterling advocate of improved highways, the Hon. W. W. Armstrong, New York State Senator from the 44th district. Few men are better informed on this subject than is Mr. Armstrong, and anything that he might write on his favorite topic could not fail to be interesting and instructive. With the late Senator Higbie, Mr. Armstrong wrote and fought for the passage in the New York Legislature of the now famous Higbie-Armstrong good roads law, which is not only the result of several years of hard work, but also incorporates the most desirable features of the state aid laws of other states, with the objectionable ones eliminated. We shall take the liberty, on a later occasion, of quoting Mr. Armstrong's pamphlets, and in the meantime we presume that the author will be

happy to supply copies thereof to good roads workers who have not yet been fortunate enough to secure them.

In this connection it is interesting to note that in California plans are being laid for the passage by the next legislature of a wide tire law. It is generally admitted that wide tires are decidedly beneficial in keeping good roads good, and information that California has passed a law of this nature will be pleasantly received by that great army of thinkers who believe that better highways maintained mean a new and lasting era of prosperity to the country.

#### Mr. Earle Receives Recognition

In the June number of the L. A. W. MAGAZINE it was announced that an additional appropriation of \$6,000, which would become available after July 1, would permit the appointment by the Office of Public Road Inquiries of four representatives, in as many sections of the country, and it will now prove interesting to League members to learn that Chief Consul Earle, of Michigan, has been named as one of these select four, to have charge of the central western district, beginning with Ohio, and ending in the Missouri valley. Mr. Earle's appointment is well merited, and there can be no question of the wisdom that prompted his selection by Secretary of Agriculture and Director Dodge. The Michigan wheeling leader is not only an enthusiastic good roads advocate and speaker, but he is also thoroughly well acquainted with the subject, being virtually a living compendium of good roads facts and figures.

As if further to promote Mr. Earle for his public spiritedness, a well directed effort is being made in the third senatorial district of Michigan to place him in the upper house of the State Legislature, a movement commendable, and deserving of success.

#### Death of F. P. Van Valkenburgh

We are called upon this month to chronicle the death of one of the most promising young leaders in League affairs, Frank Pratt Van Valkenburgh, chairman of the national transportation committee, and treasurer of the Milwaukee meet committee. Mr. Van Valkenburgh has long been afflicted with hay fever, which, with excessive heat, induced hemorrhage of the brain. He was discovered unconscious at his home on the 12th ult., and in this state he remained for twenty-five hours before death came to his relief.

Mr. Van Valkenburgh was thirty-seven years of age, and a lawyer by profession. He was a graduate of Amherst. During the second Cleveland administration he was assistant to United States District Attorney Wigman in the eastern Wisconsin district. He is survived by a wife and three children.

Mr. Van Valkenburgh first became prominent in League affairs by nominating Mr. Isaac B. Potter for re-election to the presidency at the St. Louis National Assembly in 1898. His eloquence, coupled with his

originality of expression, at once won for him the esteem of his fellows. A year later he made the speech by which Mr. Thomas J. Keenan, Jr., was nominated for the presidency. He served one term as chief consul of the Wisconsin division, and made a sterling fight for the passage of the Wisconsin baggage bill, which the railroad lobby succeeded in defeating.

#### Charging for Bicycle Baggage

The Rev. John Coleman Adams, of the Universalist church of Brooklyn, N. Y., has filed a protest with the League of American

#### Block System on Roads

Among our contributed articles this month, is one from Mr. A. L. Bancroft, of California, that advances a novel idea that seems eminently practical and worthy. Within recent years the vast majority of improvements looking to the comfort and advancement of humanity have been confined to the cities, so much so, indeed, that comparatively the country is a dreary waste. However, now that changes in our means of locomotion have brought us into closer touch with country life and we are beginning to realize that the country de-



JACQUELIN.  
World's Professional Short Distance Champion.

Wheelmen against the Boston & Albany and the New York Central railroads. Mr. Adams said that both of the roads charge a fee for carrying bicycles when the wheels are taken across the state line, in the face of the laws of both states that provide for the free carrying of bicycles as baggage. Mr. Adams also says that he knows of four other instances where this has been done, the roads thus charging in Massachusetts for carrying wheels in New York state, and vice versa, thus presuming to evade the individual state laws. Unless the case is settled by the New York Railroad Commissioner, the League will take the matter into court.

serves to be more than simply a place where our food is raised, we have begun to talk good roads, rural free mail delivery, and the like. And now still another improvement is suggested, and if it should be adopted its benefits would accrue to all who use the rural roads.

Mr. Bancroft's article is well worth reading.

#### The World's Championships

The championships of the world, the first under the jurisdiction of the new International Cyclists' Union, were contested in Paris on August 12, 15 and 19. Lake, amateur, and Cooper, McFarland and Banker,





HERBERT W. KNIGHT,  
Chairman Rights and Privileges Committee.

professionals, represented the United States. Stevens, also an American, was in Paris with the intention of riding, but Stevens' name was included in a recent list issued by the N. C. A., for which see "From Day to Day" in this issue, and, of course, being under suspension, he could not ride.

Lake and Cooper won their trial heats, but only Lake got as far as the final, in which he rode second to Didiers. The French were unquestionably supreme, for French riders took every one of the five important prizes. The new champions are: Jacquelin, professional and match short distance champion; Didiers, amateur short distance champion; Bastien, amateur long distance champion; Huret, professional long distance champion.

#### **Makes Splendid Side Paths**

The Monroe County Side Path Commission, which is one of the two oldest in the State, has long been experimenting in the construction of cycle paths that will wear, despite the condition of the weather, and hard usage. Superintendent of Construction A. P. Dean now thinks he has this point settled once for all time. The new material being used is crushed stone, obtained from the quarries near Lime Rock. This stone possesses adhesive qualities which, when wet, cause it to run together, and form a path as solid as cement. The method of laying it is to spread a layer about two inches thick along the surface of the path, then roll it with a heavy roller for the purpose of crushing it and imbedding it. After this is thoroughly done the entire path is sprinkled, and a few rains added to this will settle and solidify it into an adamant substance. The advantage of this construction is in the fact that the top dressing will not dry out and blow

away, as do cinders, while every rain causes the path to become harder until it will be far superior to an asphalt pavement. Another year will see the entire three hundred miles of Monroe County side paths treated to this dressing, and Monroe County paths will continue to be spoken of as the finest system of cycle paths in the entire country.

#### **An Excellent Road Book**

The New York division has issued another magnificent road book, prepared for publication in his usual excellent style by Mr. Walter M. Meserole. The new book covers the western New York territory, and is decidedly a credit to the Division and to Mr. Meserole. New York issues the finest road books in the world, and the new edition is no less meritorious than its predecessors. Each Division member in good standing is entitled to one copy of the book free of charge, and those who have not yet received one are requested to communicate with Secretary-Treasurer Clark.

#### **Incorporate the League**

From a New York Division member, whose name is withheld, we have received the following postal card communication:

"Incorporate the League, so that there will be no personal liability. It will bring you more new members than you have any idea of. It is keeping thousands from joining this moment."

The suggestion is printed at its face value. We may state, however, that the League has already decided to become an incorporated body, and that the step will be taken at no distant date.

#### **According to the Day**

A bicycle ordinance in the village of Nottingham, O., a suburb of Cleveland, permits sidewalk cycling on all days but Sunday. The ordinance owes its existence to the fact that for many years Cleveland century riders have thronged through Nottingham Sunday mornings and evenings, forcing church goers from the sidewalks, and often colliding with children and infirm people. In consequence the town council has passed the unusual ordinance above noted.

In this connection we are reminded that the strangest ordinances having to do with the bicycle are invariably the product of councils in small places, and we are of the opinion that a symposium of some of these would be interesting to L. A. W. MAGAZINE readers. We request, therefore, that League members who know of strange bicycle ordinances, notify us of the same, giving the exact wording of the measures whenever possible.

#### **Now It is the Bicycle Bug**

The India Rubber World recently printed a communication from its traveling editor that will be interesting to League members. It reads thus:

"The people of the state of Illinois have been lately very much exercised over a discovery that bids fair to seriously affect the

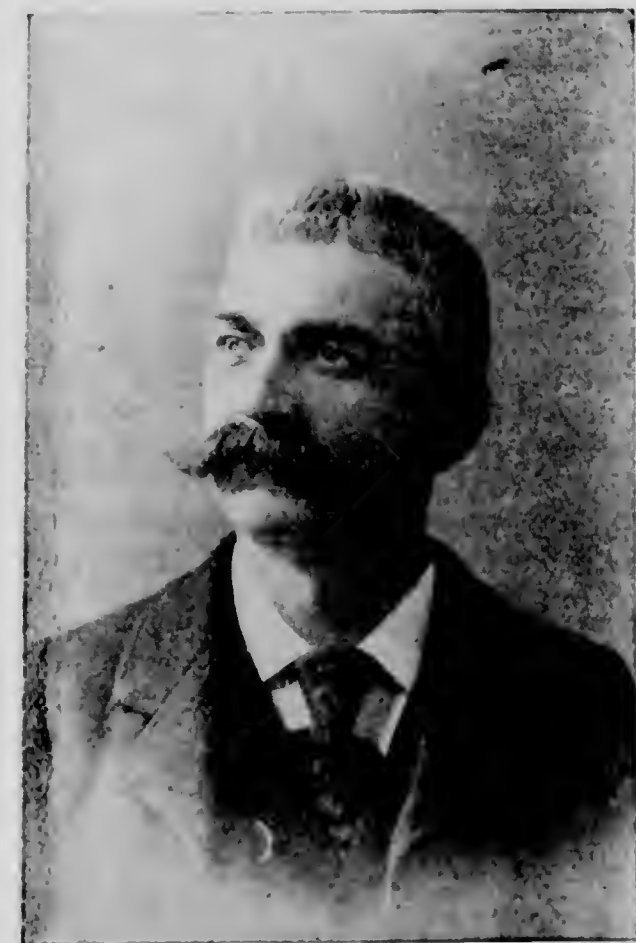
users of pneumatic tires. The trouble is due to nothing less than a curious insect which has appeared in Evanston, and is known as the 'bicycle bug.' It is described as a hornet-like insect, looking something like a caricature of the Jersey mosquito. It is described as having a body about an inch long, supporting a pair of tentacles four inches long. These tentacles are really borers, and the bug has a habit of alighting on rubber tires and puncturing them. A Chicago wheelman called the attention of Professor William A. Loey, of the Northwestern University biological laboratory, to the insect, which he identified as the Ichneumon. This is one of a very large class of insects which have, for a boring apparatus, a hollow tube through which the egg is laid. The insect, however, always lays its egg in other insects, sometimes boring through the bark of a tree to get at grubs and larvae. The professor suggested that it might be possible that the insect bored through the tire as it would through the bark of the tree, seeking a place to deposit its eggs. It is a very curious fact that no pest that appears ever has things long its own way; if it is, for example, a destructive insect, nature furnishes something that in turn feeds upon it and destroys it. The traveling editor, therefore, is very glad to be able to chronicle the advent of a living antidote for the bicycle bug. It is nothing more or less than a creature very similar to the ordinary stag beetle. In addition to its powerful jaws, it has a needle-like apparatus with which it bores into the eggs of the Ichneumon, and then injects into them and around them a gummy fluid very similar to gutta-serena solution. This not only destroys the eggs, but also acts as a permanent repair for the tire. Indeed, the tire is said to be stronger at that point than anywhere else. Arrangements are now being made to ship a large quantity of them to Chicago as a distributing point."

#### **To Repeal a Lamp Ordinance**

Pittsburg, Philadelphia and Chicago are the only American cities having anything like universal lights ordinances—that is, ordinances compelling the use at night of lighted lamps on all vehicles. Pittsburg's ordinance is slightly different than the others, in that it excepts delivery wagons—for what reason is not known, and because of this exception a movement is now on foot in the western metropolis of Pennsylvania to repeal the measure. If the repeal goes through and the substituted ordinance is not a completely universal one (by which we mean an ordinance covering all vehicles without exception) Pittsburg's movement will be a backward one, for it certainly cannot be doubted that lights on all vehicles except delivery wagons are better than lights simply on bicycles.

#### **Bay State Mid-Summer Meet**

During August the Massachusetts Division of the League held its annual mid-summer meet at New Bedford. The attendance reached seven hundred, and the social features of the gathering were much en-



GEORGE L. COOKE,  
Chief Consul Rhode Island Division.

joyed. Inasmuch as the attendance was fully as large as that of the Milwaukee national meet, it is evident that when meets are properly advertised, they are certain of success.

#### **Sidewalk Riding in Erie**

A city ordinance in Erie, Pa., permits sidewalk riding on those streets which are unpaved, and prohibits it on paved streets. Recently a wheelman was arrested for cycling on the sidewalk of a paved street, and the Mayor, before whom he appeared for trial, dismissed the rider on the ground that pedestrians on paved streets are entitled to no more privileges than are extended to pedestrians on unpaved streets.

#### **In the World of Trade**

Principal among the trade events of the month were further steps toward concentration and centralization taken by the American Bicycle Company, the beginning of a single-tube tire infringement suit by the Single Tube Automobile and Bicycle Tire Company against the Whitman & Barnes Manufacturing Company, of Akron, O., and the victory of the Goodyear Tire & Rubber Company, in a contract suit brought by the Single Tube Company. The Kelly Handle Bar Company, of Cleveland, sued the Cooper Handle Bar Company, of Detroit, and the Marion Cycle Works, of Marion, Ind., for alleged infringement of the Green handle bar patent, and the Shelby Steel Tube Company elected a new president, Chas. T. Boynton, formerly of the American Steel & Wire Company. The Waltham Manufacturing Company, of Waltham, Mass., announced that by the first of September it would be ready to deliver motor bicycles at prices ranging from \$250 to \$300, according to the horse power.



## From Day to Day

JULY, 1900

22—Elkes, American, won 1 hr. race, with Robt 2, at Berlin. Bouhours won 100 kil. championship of France in 1:38:20, with Bauge 2, at Paris. Jacquelin won the Grand Prix, with Domain 2 and Grogna 3, at Senlis. Omaha, Neb., coliseum opened.

24—Cooper, McFarland, Stevens and Lake, American racing men, sail on St. Paul to attend world's championship races at Paris. Goodyear Tire & Rubber Company won contract suit from the Single Tube Automobile and Bicycle Tire Company, in U. S. Circuit Court at Cleveland.

25—Taylor won championship, and Mayo the handicap, at Buffalo. Domain suspended for one year, and Gascovne for six months, for team work at Paris.

26—Banker, American, won Grand Prix, with Cornet 2 and Meyers 3, at St. Sebastian.

29—Referee stopped Michael-Monroe race on account of fraud, at Providence. Kimball and Kramer won the money at Vailsburg. Elkes, American, won 1 hour race, with Taylor 2, at Anvers. Meyers won Grand Prix, with Banker, American, 2, at Agen, and Banker-Meyers won the tandem race. Walters won one hour French-British match with Bouhours 2, Huret 3 and Chase 4, at Paris, and Jacquelin ran unplaced in scratch race, won by Louvet. Huber defeated Seidl and Arend in match heats at Leipzig.

30—Hartford, Conn., coliseum opened.

31—Nelson defeated Michael 20 m. in 33:03 1-5, at Boston. N. C. A. Board of Control fined McFarland \$400 for breach of contract, Kennedy \$100 for ungentlemanly conduct, Babcock and Vetter \$25 each for fraud, and permanently suspended Eaton and Stevens for fixing a race. Caldwell defeated Miller 15 m. in 25:39 2-5, at Springfield, Mass.

AUGUST

1—H. S. Earle appointed representative of the Office of Public Road Inquiries for the central west. Shelby Steel Tube Company elected Chas. T. Boynton president. Kelly Handle Bar Company begins two infringement suits at Cleveland.

2—Orient motor bicycle announced. L. C. Johnson, racing man, died at Cleveland. Michael failed to appear for match with Nelson at Bridgeport. McEachern defeated Pierce 20 m. in 33:29 1-5 at Baltimore. Newhouse defeated Fisher in match heats, and was defeated by Duer 20 m. in 35:48 3-5 at Buffalo.

3—Collett defeated Fisher in match heats at New Haven, Conn.

4—Michael suspended by N. C. A. for failure to appear at Bridgeport. Nelson defeated McEachern 2, and Stinson 3, in 20 m. match in 28:01 3-5 at Boston. Single Tube Automobile and Bicycle Tire Co. entered in-

fringement suit against the Whitman & Barnes Manufacturing Company, at Cleveland. Miller defeated Pierce at 25 m. in 43:51, and Freeman won championship and Kiser the handicap, at New York.

5—Walthour and Kramer won the money at Vailsburg.

8—Kramer won the championship, and Downing the handicap, at Asbury Park, N. J.

9—Caldwell defeated Pierce 20 m. in 34:50 3-5, at Springfield, Mass.

9-11—Mid-summer meet Massachusetts division, L. A. W., at New Bedford.

10—Freeman won championship, and Lefferson the handicap, at New Haven, Conn.

11—Taylor won championship and Monroe the handicap, at New Bedford, Mass. Brockton, Mass., cycle track sold at auction for \$400. Nelson defeated McEachern 30 m. in 48:04 2-5, world's record, at Philadelphia.

12—Cooper and Lake, Americans, won world's championship heats at Paris.

13—N. C. A. reinstated Michael. F. P. Van Valkenburgh died at Milwaukee.

14—Nelson defeated McEachern, 1 hr., covering 35 m., 736 yds., at Boston.

15—In the world's championship races Didier, French, won amateur short race, with Lake, American, 2. Bastien won 100 kil. amateur championship. Jacquelin, French, won professional short championship, with Meyers, Dutch, 2, and Arend, German, 3, at Paris.

17—Worcester, Mass., coliseum opened. McEachern defeated Miller, 25 m., in 47:11 2-5, at New Haven, Conn.

19—World's championship races at Paris. Jacquelin defeated Didiers in professional vs. amateur short distance championship, and Huret won 100 kil. professional championship. Nelson defeated Pierce, 15 m., in 25:49 3-5, at Providence. Newhouse and Butler won the money at Vailsburg.

### Curiously Combined

Callow curate, cycling, calling,  
Courtng coy Clarissa comes.  
Consternation! carriage crawling,  
Captain Corker! Crikey! Crumbs!  
Coachman, calling, crying, chiding;  
Coasting cleric cannot clear;  
Crash colossal, clean colliding,  
Checking cleric's crazed career.  
Caleb Corker, coinless Captain,  
Carelessly Clarissa calls,  
Coarsely cursing charging chaplain,  
Called contemptuously "Chawles."  
Calm Clarissa comes condoling,  
Censures Caleb's contumely;  
Curate's crimson cuts consoling,  
Comforts "Chawles" consumedly.  
Captain Corker circumvented  
Creeps crestfallen, can't compete;  
Clariss cheerful, "Chawles" contented.  
Consummation, cure complete.

—London Truth.

Don't forget that the easiest way to avoid being arrested for scorching is not to scorch. Besides, you may meet the other fellow on a country road sometime, when he may show you what he can do where there are no police restrictions.

## The Block System

on Country Roads and Cycle Paths

By A. L. BANCROFT

The utility of numbering country houses consecutively as they stand along the roads, could be but very short-lived. New houses would sooner or later cause the utmost confusion. To divide the road itself into imaginary blocks of uniform length, and to number them regardless of whether they have any or many houses in them, would be giving a systematic feature to country house numbering that would be permanent. To make the blocks one-tenth of a mile, 528 feet, is convenient for practical use, and 10 to a mile is by far the most convenient number for use in calculating distances. This makes a 10-block system, which is briefly defined as follows:

### THE TEN-BLOCK SYSTEM

It should be a county affair, and all of the roads be included in the system. The first step is to arrange the roads in the most suitable lengths for naming. Commence at the seat of county affairs, the county court house, and run the main roads from there completely to the boundary of the county. Next take the branches of these roads and run them, wherever practicable, to the county boundary. Make every road as long as practicable, rather than to have a large number of short roads which would never be known away from their own locality.

Commencing at the county seat, or at the end nearest to it, measure the roads, and divide each mile into ten equal parts, or imaginary blocks, having frontage only. Assign two numbers to each block, the odd ones upon the left, and the even ones upon the right—ten blocks and twenty numbers to the mile.

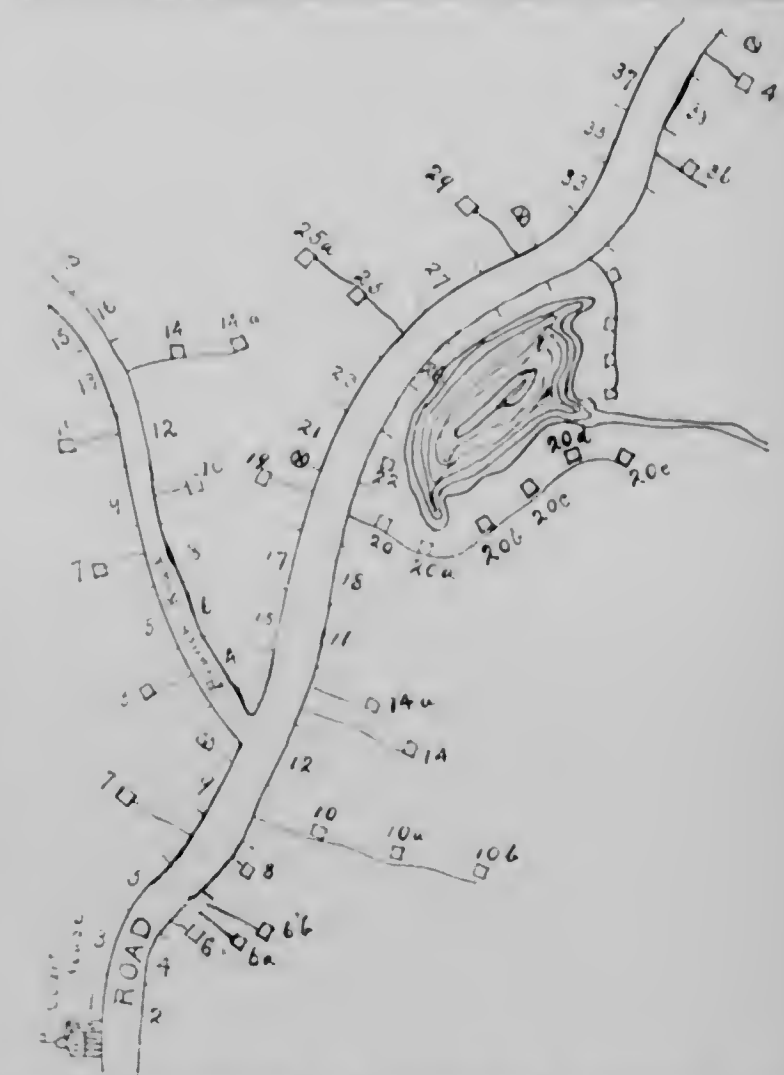
Any and all houses having entrances in that block have the number of that block. All but the first number are followed by distinguishing letters, 64S, 64Sa, 64Sb, etc. From these block numbers, distances are very easily and very quickly calculated. As the even numbers complete the blocks, always work from them. Divide the even number by two and again by ten, or point off one decimal, and you will have the distance in miles and tenths from the beginning of the road to the completion of the block indicated by the number.

While the measuring begins at the county court house, until the bounds of the city are past, the city street names and the city house numbers govern. Then the country numbers begin, the first one and all succeeding ones depending upon the distance from the starting point. In like manner when a road passes through a town, the country road name and the country house numbers give way to those of the town, but to be resumed again when the town is past. This

does not interfere with the system in the least. The city and towns may grow, and new towns spring up and absorb as many as needed of the country road blocks. The numbers of those remaining being unchanged, indicate the same distances, and are as useful as at the outset.

### ROAD NAMES

In selecting names there are some important things to be avoided. The name of neither terminus should be selected for the reason that it would be appropriate only while traveling toward it. To use both termini makes of it a deception rather than a name, and would be too long. The name of no living resident upon a road should be tak-



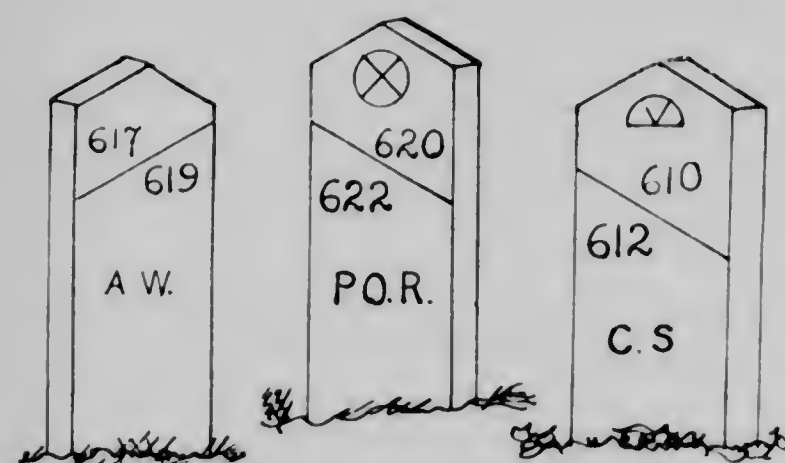
MAP Illustrating the Ten-Block System. Ten blocks and twenty numbers to a mile. Each house in a block has its number, all but the first being followed by distinguishing letters.

en, as it would not be pleasing to all. The possessive case should be avoided. Names should be selected from the landscape surroundings, topographical features, etc., to as great an extent as practicable, and beyond these, historical and patriotic associations. They should be short and easily spelled and pronounced.

### ROAD MARKS

These are block stones, guide boards, and the numbers at the entrances, all of which enable the traveler to instantly fix his lo-





NO. 1—A Block Stone on the left-hand side of the road at the block division point 30.9 miles out on Alberta Way. The stones are placed upon the dividing line between two blocks and the numbers of both blocks are given.

As this stone is placed at the completion of block 617, we calculate from the even number completing that block, 618 and find the distance to be 30.9 miles.

NO. 2—A Block Stone on the right-hand side of the road at the mile point 31 miles out on Pacific Ocean road.

A full circle a full mile. X, ten; ten blocks, one mile.

NO. 3—A Block Stone on the right-hand side of the road at the half-mile point 30.5 miles out on Camino Sierra.

A half circle, a half mile. V, half of X, half of ten, 5. Five blocks, half a mile.

cation. In most states guide boards are required by law. The entrance numbers would be placed and maintained by the householders. This leaves the measuring and recording, and the block stones, as the only items of expense fairly chargeable to the establishing of the system. As the work is permanent, the block stones should be large and durable. They can be placed one to the mile or twenty to the mile, according to the prevailing conditions. If they are placed at the mile and half-mile points, upon the right hand side of the road only, and at the block division points at each edge of all blocks having house entrances, it would bring them where they would be the most useful. In most states the block stones can be gotten out and chiseled by convict labor, which would leave only the expense of transportation and setting for the county to meet.

#### THE ADVANTAGES

Are more numerous and greater than at first might be thought. To the wheel and automobile tourist it would certainly be a great satisfaction and pleasure to have brought before his eye at frequent intervals, marks which would enable him to fix his location at a glance, and to note the progress being made. It would be almost like having a tape line stretched alongside of the road for the whole distance. With a county road map and key taking up no more room in the pocket than a railroad time table, one could go to any place in the county without asking a question, or going a rod out of the way. There would be no more getting lost, and riding dreary and needless miles to find one's self again.

It will do all for the country that street names and house numbers do for the city.

The work is permanent, as much so as the roads themselves.

Numbers are always ready for new houses which may be built upon a country road at

any time to any extent, without disarranging the existing numbers.

It is equally applicable whether the houses are twenty feet apart, or twenty miles apart, and every number indicates distance.

It is adapted to, and useful in all kinds of countries, whether flat or mountainous, whether the roads are straight or crooked, and whether the country is thickly or thinly populated.

Growing towns, or new towns springing up along the line of the road, do not in any way throw the blocking into disorder.

Distances between any two points in a county are quickly and easily calculated.

Strangers can be directed so that they can find any house in the county without loss of time or distance, or asking a question.

A directory can be published of the people of an entire county under a single alphabetical arrangement, which will locate each one definitely.

It will facilitate road work, and the official business between the county seat and the country.

The mileage of jurymen, witnesses and county officials can be accurately calculated.

The producer of country specialties can the more easily be found, to the advantage of both the seller and the buyer.

It will greatly facilitate rural mail delivery.

The influence upon the roads themselves and the homes of the people will be beneficial.

The intercourse between the town and country, as well as between the country people themselves, will be easier and smoother.

As a result of this the country will be a pleasanter place in which to live and to make a home, as well as to travel through.

#### THE PRESENT SITUATION

The ten-block system has been before the public for some years. Hundreds of papers and thousands of people have spoken well of it. Not a serious objection by a thoughtful person has ever been raised against it. Still, it is not established and used as it should be. There are several reasons which cause this. A number of counties have tak-

*Continued on Page 10.*

### 365 CAMINO FERNANDO

From C. H. Los Angeles to Co. line towards Mojave 1792 Nos.

Newhall 9. 3 M. Saugus 11. 6 M.  
Lancaster 56. 8 M. Co. Line 71. 3 M.  
Mojave 81. 7 M.

Burbank 10. 2 M.  
Court House, Los Angeles 18. 3 M.

One Arm of a Ten-Block System Guide Board. The first line is the most prominent. It gives the name of the road and the number of the block in which the guide board is located.

The second line, in quite small letters, gives the termini of the road and its length in block numbers.

In the succeeding lines is given in miles and tenths the distances to places in either direction.

## Expressions from Great Minds

Madison, Webster and Windom Favored Good Roads

By ALBERT MOTT

One of our country's greatest ministers of finance—one who was a statesman and political economist—left as a deathbed legacy, these words: "The history of all civilized countries attests the fact that the nation best equipped in these respects (means of communication), rapidly becomes the most powerful, the richest and the most prosperous." This opinion was the result of many years of study and service to the United States Government, by the Hon. Wm. Windom, who closed his earthly career as Secretary of the Treasury.

Said that profound constitutional lawyer, Daniel Webster, in the Senate of the United States: "I look upon a road over the Alleghenies, a canal around the falls of the Ohio, or a canal or railway from the Atlantic to the Western waters, as being an object large and extensive enough to be fairly said to be for the common benefit."

It is generally, nay, it is universally conceded, that good roads are an absolute necessity in the economy of a nation; that they are actual investments which give a return justifying the initial expense and maintenance. In some localities, and for short distances, they successfully compete with railroads, water courses and other means of transportation. In magnificent distances they act as feeders to the other transportation routes. They are the greatest factors in the problem of economy to the agriculturist, and to every business enterprise that results in a product to be hauled. They are absolute essentials to the military features of a vast nation where large masses of men, artillery and munitions of war are to be moved, and at the same time they act for its own protection during transit in the presence of any enemy.

The United States Treasury profits by the prosperity of the people of the country. Funds appropriated for internal improvements are an investment paying such enormous margins as would excite the envy of the money kings. It does already induce the opposition of railroads on parallel lines of water courses, although they encourage the investments in harbors at their terminals. In one of the harbors of the country the United States Government invested several hundred thousand dollars in deepening and widening the channel marked out by nature, and thereby increased its custom receipts from about two millions to nearly eight millions of dollars in gold. Internal improvements, facilitating and cheapening hauling and transportation of bulky products, are profitable to the general government.

In improving the waterways of the country, it is the custom of the government to make one great channel or thoroughfare, to

which connections can be made by private enterprise. In the same manner, highways on land to principal points would be excellent investments in creating national thoroughfares, and would be the means of inviting and even inducing state, county and private enterprise to intersect and make available for themselves the great channel of commerce. The government has constructed, and today, under appropriations granted by Congress, is constructing national roads—not "post roads," but national highways within the confines of states. That these roads are insignificant as to grandeur in mileage distances, does not alter the fact that the constitutional principle involved is conceded by the legislation. The principle is also emphasized by the fact that due consideration, debate and reference to authorities including that autocrat of constitutional interpretation, the Supreme Court of the United States, was given by the legislators when dealing with the question.

Wagon roads are the feeders of the markets, the railroads, the marine channels of communication, and the commerce of the world. Every person, every profession and every line of business is directly or indirectly interested, and the revenues of the United States Government the most. The government is a business concern, and must profit by its investment the same as any other. It is not to be expected that it will profit if it does not invest. While people may differ in opinion as to the most proper means of procuring the same end, all agree that the end should be attained in some way, of providing the country with good roads. If an additional and more rapid means of obtaining the result lies in the direction of national action, then it would seem to be folly to ignore it.

In the crusade for highway improvement in this country, which had its initiation at the hands of the League of American Wheelmen, the policy has necessarily been the slow one of agitation and education of the masses to the standard that would give a due comprehension to the intrinsic value of good roads in the every day business and pleasure of the individual, the general prosperity accomplished by them in which all participate, the demand for legislation which such an education creates, and the pushing of road enactments in the legislative halls of the different states. In brief, education creates the demand, and the demand naturally contemplates legislation. In a work of education, the kindergarten system of object lessons is not to be lightly ignored. Such object lessons would be the construction of national highways to principal points, and they would more quickly



educate the people than any other process in the whole curriculum. As the general government would profit enormously by the education of its citizens in this respect, it follows naturally that the funds expended would be an excellent business investment, and justifiable in every conceivable way. The general government also has the civic machinery at hand to build national roads without the additional expense of employing engineering talent, having educated its own engineers, and paying them regular salaries, which are not increased or diminished by the modesty or magnitude of the duties they are called upon to perform, the additional duty of building roads would be undertaken by the United States with a well equipped corps of engineers, who already have charge of the other work of internal improvement, and who are especially trained in similar enterprises undertaken by the government.

As this article was opened by a quotation from one statesman, it may well be closed by the golden words of another. President Madison, in a message to Congress, wrote: "Among the means of advancing the public interests, the occasion is a proper one for recalling the attention of Congress to the general importance of establishing throughout our country the roads and canals, which can best be executed under the national authority. No objects within the circle of political economy so richly repay the expenses bestowed on them; there are none the utility of which is more universally ascertained and acknowledged; none that do more honor to the government whose wise and enlarged patriotism duly appreciates them. Nor is there any country which presents a field where nature invites more of the art of man to complete her own work for their accommodation and benefit. These considerations are strengthened, moreover, by the political effect of these facilities for inter-communication, in bringing and binding more closely together the various parts of our extended confederacy. While the states individually, with a laudable enterprise and emulation, avail themselves of their local advantages by new roads, by navigable canals, and by improving the streams susceptible of navigation, the general government is more urged to similar undertakings, requiring a national jurisdiction and national means, by the prospect of thus systematically completing so inestimable a work."

#### Crime and Cycling

Prof. Lombroso, the great criminologist, wrote the other month a stupendous article in one of the magazines to prove that, if a cyclist, the chances were strong that you would take to picking pockets, and probably end your days on the gallows. The average cyclist is not able to follow the professor's reasoning. But it would almost seem that every thief in the land is a cyclist, and that at present the chief occupation is that of selling the machines of those who are not yet thieves.

An ounce of smooth road is worth a pound of whipping the horse.

#### Said in French

A Parisian paper, *La Presse*, contains a curious article, in which the bicycle of the future is daringly foreshadowed. The prediction is apparently meant to be taken in all seriousness, but American riders will not be able to repress their smiles. A writer has translated the effusion, the concluding portion of which we give below: "The bicyclette will stay, but she will not be that which the catalogues of today tell us has reached perfection. At the risk of being proved a liar by time I will maintain what the ideal cycle should be, and what everyone, without exception, will have in ten years' time. It will be one-third less in size than the present machine, except for the handle bar, which will fold up, and the saddle pin, which will be telescopic. The wheels will be twelve inches in diameter, with enormous puncture-proof tires. The weight will be eleven pounds at the outside. It will have a chainless driving and a two-speed gear. It may not be able to go more than twelve miles an hour, but it will be always in use, and there will be no more pedestrians. One could put such a bicycle away in a motor car, an omnibus, or the car of a balloon." The author surmises that some difficulty will be found in getting present cyclists to adopt the new mounts; "but the struggle will not be long sustained, and I wager that in the Exhibition of 1911 the bicycle of today will be seen in the ancient history exhibit along with the boneshaker and the 'ordinary.'"

#### The Block System

*Continued from Page 8.*

en the initiatory steps to establish it. Mistakes were made at the outset which blocked the work. There was no monied interest behind it to keep the work along the best channels, and push it forward. Then there is in many cases no money available for this work except by drawing it out of the fund which pays for the work upon the road bed itself, and the supervisors are loth to favor anything that does this.

What is needed, unless this system is to be allowed to die without the world having the benefit of it, is for some strong and influential association like the L. A. W. to take it up and make its establishment a feature of their regular and permanent work. As the work has to be done but once in a place, no one has an opportunity to become expert at it. One of the useful things for such an association to do, would be to supply or recommend experts for the preliminary and field work. There would be occupation for quite a number of such experts, and it would be economy for the different counties to employ them, and thus avoid a series of costly mistakes which would retard, and might eventually stop the work.

Don't chew tobacco when riding against the wind, especially on a cycle path, where others may be following you.

The same law of gravitation which often brings a cyclist to earth (and to grief) makes those glorious coasts possible.

## The Bicycle on Roads and Streets

Legal Status of the Wheelmen's Vehicle

By A. B. CHOATE, Second Vice-President, L. A. W.

PART III.

### THE LAW OF THE ROAD

By the Law of the Road, is meant those rules and regulations established for the control and guidance of persons while using the highway as distinguished from the great body of law concerning roads and streets. In the United States the law of the road requires that persons with vehicles when meeting on the highway, shall drive their respective vehicles to the right sufficiently to allow them to pass each other without interference, and when passing another vehicle going in the same direction, the driver is required to turn to the left, and the person in front is forbidden to interfere with the one in the rear passing if the road is sufficiently wide for one to pass. This is the general rule throughout the United States, and is usually established by statutes which vary slightly in their wording. But the same rule prevails in the absence of a statute.

### THE RULE DIFFERENT IN ENGLAND

In England the opposite rule prevails, viz.: Turn to the left when meeting, and to the right when passing. There has been some difficulty in accounting for a difference in the rule for the two countries, since we derive our laws largely from England. A plausible explanation is that in colonial times travel on the highways in the United States was chiefly by means of ox teams, and the driver of the team walked on the near or left hand side of the team in order to use his right hand for the whip. When meeting another team he found it more convenient to turn to the right, because being on the near side, he could observe whether there was sufficient room for the vehicle to pass without interference.

### TRAVELED PART OF THE ROAD

The statute of Minnesota and Massachusetts both require turning to the right of the middle of the traveled part of the road. The question has arisen as to the meaning of the "traveled part of the road," and there has been some conflict of authority as to the meaning of those words. The Supreme Court of Massachusetts in 1826 held that the center of the traveled part of the road meant the center of the part "wrought for travel." *Commonwealth vs. Clark*, 4 Pick. 125.

In 1884 the same Court held that when the road was covered with snow, the center of the traveled part of the road meant the center of the beaten track. *Jacqueth vs. Richardson*, 8 Met. 213.

Again in 1846 the same court held that the statute required turning to the right of the center of the traveled part of the road as distinguished from the part "wrought for travel" when the traveled part is less than

the wrought part. *Commonwealth against Allen*, 11 Met. 423.

In New York the statute does not read the same as in Minnesota and Massachusetts, but requires turning to the right of the center of the road, and there it has been held that the center of the road means the center of the worked part of the road irrespective of the traveled track. *Earing vs. Lansing*, 7 Wend. 185.

The statute in Michigan is the same as Minnesota and Massachusetts statutes, but the court, in construing the Michigan statute, followed the case in 7 Wend., and held that the center of the traveled part of the road meant the center of the worked part, irrespective of the traveled track. The Michigan court made an argument in the decision of that case which would be very appropriate if made to the Legislature to secure a change in the statute, but in my judgment the construction of the Massachusetts statute in 11 Met. above cited, is the only one consistent with the wording of the statute, and is the only rule practical in any state, especially in the winter time, where there is a heavy snow fall. There has been no Supreme Court decision in Minnesota construing the Minnesota statute, but I feel confident that the court will hold that the center of the traveled part of the road means what the words expressly say, viz.: the part of the road actually traveled.

### APPLICATION TO BICYCLE PATHS

A case arose in the Municipal Court of the city of Minneapolis in which the court was called upon to apply the law of the road to a bicycle path, formed on the street by the passing of bicycles. In that case there was evidence that the remainder of the street was not passible for bicycles, and the court held that the law of the road applied to this beaten path. That although other portions of the road might be fit to be used, and were actually traveled over by other classes of vehicles, if the balance of the road was not reasonably safe for use by a bicycle, and there was a path smoothed down and traveled by the passing of wheels, the law of the road required each bicycle rider upon meeting another to turn to the right of the center of the path beaten down and made smooth by the passage of bicycles, and that each wheelman was entitled to one-half of this path, regardless of its position upon the highway. This seems like a reasonable application of the rule, and although the case has never been passed upon by a court of last resort, I give it to you for what it is worth, and think it is worth consideration.

### RULE APPLIES TO ALL ROADS

The law of the road requiring turning to



the right, etc., applies to all roads, whether private or public, whether alleys, wharfs or other places intended for the use of vehicles. It applies whether the road be a lawful highway, or merely a road de facto. *Commonwealth vs. Gammons*, 23 Pick. 201.

#### FOOTMEN AND HORSEBACK RIDERS

The law of the road does not, however, apply to persons on horseback or on foot. A reading of the statute will show that it applies only to vehicles. Persons on foot or horseback may, therefore, use their judgment as to which way they shall turn, and persons with vehicles meeting one on foot or horseback may disregard him, and turn neither to the right nor to the left, bearing in mind, of course, that all persons at all times are required to use care in avoiding collisions. *Dudley vs. Bolles*, 24 Wend. 465. *Angell on Highways*, Section 331. *Elliott on Roads and Streets*, 623.

#### CLASS LEGISLATION

I told you I would give you a rule by which you could determine for yourself whether a law discriminating in favor of or against bicycle riders is valid. Doubtless you have all heard that class legislation is unlawful. That is a popular idea, but untrue. Much class legislation is sustained by the courts, and very properly so.

Whenever there is such a difference in the situation and circumstances of certain members of the community as to suggest the propriety of placing those members in a class by themselves and passing legislation applicable to them alone, it is not only permissible, but it is the duty of the Legislature to pass such legislation. That would be class legislation, and is not objectionable, although by such legislation the members of the class are especially favored or discriminated against.

I will illustrate this principle by circumstances with which most of you are familiar. Although it is true, as I told you, that riders of bicycles are entitled to the same rights, and subject to the same regulations in the use of the highway that the users of other vehicles are, nevertheless there are, as you know, certain disadvantages under which bicycle riders use the highways which are not suffered by persons using horse-drawn vehicles. For example, when the street is muddy and slippery one cannot use a bicycle at all, perhaps, while the horse-drawn vehicles are but slightly inconvenienced. Not only that, but the wheels and horses feet tend to make the muddy street still more impassable for bicycles. Horses are frequently frightened by persons a wheel and it often becomes positively dangerous to ride a wheel in a street crowded with horses and wagons, and yet, there are thousands of persons who depend upon their bicycles for business and pleasure, and as I have told you, every person is entitled to a reasonably safe and convenient place to use his vehicle.

Now the circumstances I have called to your attention are such that they suggest the necessity and propriety of placing bicycle riders in a class by themselves and passing different legislation for them from that

which is passed for the users of horse-drawn vehicles. These circumstances suggest the establishment of a separate way for the exclusive use of bicycle riders in order that their lives may not be endangered and the way made impassable by other classes of vehicles. But legislation for the construction and setting aside of a portion of the highway for the exclusive use of wheelmen would be class legislation.

The reason it is sustained by the courts is that it is reasonable class legislation. It always rests with the courts to determine whether any particular class legislation is reasonable or not, and I can not refrain from saying at this point that a judge who has experienced the inconvenience and dangers of trying to ride a bicycle in a muddy street, crowded with teams is much more capable of determining the reasonableness or unreasonableness of any particular legislation in favor of or against bicycle riders, than one who has never ridden a wheel.

Class legislation in order to be valid must not only be reasonable as to classification but it must operate equally upon every subject properly in the class. For example: It would be unlawful to exclude any person who rides a bicycle from the benefits of the legislation I have suggested, because every bicycle rider is properly a member of the class. I would state the rule briefly as follows:

A law to be valid class legislation must be general and uniform in its operation and operate equally on all subjects within the class for which it is adopted. The legislature can not adopt an arbitrary classification, though it be made to operate equally on each subject within the class. The classification must be based on some reason suggested by such a difference in the situation and circumstances of the subjects placed in different classes as to disclose the necessity or propriety of different legislation in respect to them. *State vs. Sheriff of Ramsey County*, 48 Minn. 236. *Cameron vs. C. M. & St. P. Ry.*, 63 Minn. 384. *State vs. Wagener*, 69 Minn. 206.

Much more might be said on the subject of class legislation, but it does not come within the scope of this course of lectures except incidentally, and I think I have said enough to give you the general principle and put you upon inquiry. If you desire to make a more thorough study of this subject, you can examine the authorities upon the subject at your leisure.

You will therefore not conclude hastily that all legislation, either in favor of or against bicycle riders, is illegal. Test it by the rule I have given you.

I have not attempted to give you all the law concerning bicycles, but only that which relates to the subject of roads and streets. If you care to investigate the subject of bicycle law further, I can refer you to nothing which deals with the subject more fully than an article in the fourth volume of the second edition of the American and English Encyclopaedia of Law.

Don't leave your wheel ungarded outside a public building.

## The Bicycle as a Health Restorer and Preserver

By SAMUEL W. ABBOTT, M. D.,

Secretary of the State Board of Health of Massachusetts.

The different uses for which the wheel is chiefly employed by millions in all civilized countries may be summed up in three words, pleasure, business and health.

To the majority of persons who ride health is a minor consideration. Since health is the normal condition of man, and the majority are in a condition of good health, the rider does not often realize that the wheel, when judiciously used, has a tendency to prolong life and to keep the rider in a healthy condition. The schoolboy or girl, the young gentleman or young lady, the gentleman of leisure, use the wheel for amusement and recreation with little regard to other uses to which it may be put. There is another class of persons, and a very large one, who use the wheel as a time-saver in going to and from their daily occupations in the great factories and establishments in our large cities and their suburbs, the proprietors of which now consider the wheel-room as a necessary adjunct to the establishment. The clerk, the mechanic, the artisan, the laborer, toiling all day in a close, dusty, ill-ventilated workshop, finds a genuine relief at the close of the day, as he mounts his wheel for a spin of several miles in the fresh open air, on his way homeward. The wheel counterbalances in a great measure the evil effects which may be due to his occupation.

What are the reasons for the improved health which is often noticed among those who habitually and regularly ride the wheel?

1. Thousands of people are induced to take daily exercise who would otherwise have stayed at home, or spent the time in listless idleness.

2. This exercise is pleasurable. It permits the rider to visit, in a short time, places and scenes which are in every way enjoyable. It shortens time and space. It brings the naturalist into quick contact and companionship with the birds, animals and plants which he daily desires to see and to study. It provides genuine fun for boys and girls, social amusement to older youth, and in fact adds to the pleasure and consequently to the health of all who use it.

3. The wheel must be used in the open air. This is an important point. Other things being equal, exercise in the open air is much to be preferred to indoor exercise. The purity of outdoor air and its consequent healthfulness render outdoor occupations and amusements preferable to all others. The farmer, the fisherman, the letter carrier, and in fact, all persons who live much in the open air survive to older ages than those who pursue indoor occupations. An hour on the wheel, along a good, level country road gives the rider a rosier cheek and a

better appetite than an hour with Indian clubs or dumbbells in the house. The latter have their uses, and may very properly be employed to supplement exercise on the wheel, since the exercise afforded by the wheel mainly brings into play the muscles of the legs and the lower part of the trunk; but exercise performed from a sense of duty is apt to become irksome, and is too often discontinued before the desired effect is accomplished. The wheel supplies that form of exercise which is at once healthful and pleasurable and possesses none of the element of drudgery which attends other forms of exercise.

There are certain common diseases and conditions of health for which the wheel affords a genuine means of relief.

CONSUMPTION, in its early stage, is now known to be in many cases curable, and this belief among medical men is due to radical changes in the methods adopted for treatment. These are chiefly, fresh air, moderate exercise and wholesome food. The two former may best be taken upon the wheel, the patient being instructed to avoid fatigue and hill-climbing and long rides. In some of the newer sanatoria now provided for incipient consumptives, wheeling is considered an important part of the treatment.

It is always desirable that wheel riding, when engaged in by invalids, should be at the advice of an intelligent physician, and still better, one who understands the use of the wheel by personal experience.

It is best for consumptives or persons of a consumptive tendency to distribute the sum of each day's riding throughout the day, and consequently to take several short rides rather than one long ride. Persons who are in the advanced stage of consumption, as shown by the existence of emaciation, hemorrhage, sweating, profuse expectoration, etc., should not ride at all.

That which is true in many other diseases, as far as the bicycle is concerned, is also true of consumption, namely, that the effect of regular and careful use of the wheel in preventing consumption is a matter of much greater consequence than its use as a means of treatment after the disease has once been contracted. If there are any doubts as to the propriety of advising the use of the wheel for incipient consumptives, there can be no doubt whatever as to the advantage of its use by persons who have a phthisical tendency, but have no well defined symptoms of disease. The very fact of getting the stay-at-home out into the open air for several hours each day, where the sunlight, the fresh air, the regular muscular exercise and the cheering influence of close contact with nature may have opportunity to act upon him physically and mentally, is worth



more than all the nauseous drugs of the pharmacopoeia, and counteracts, in a great measure, the ill-effects of bad ventilation, and consequent foul air, and the dust, darkness and dirt which are so often the concomitants of in-door life.

Consumption is steadily decreasing, as shown by the published figures of each of the states where records have been continuously kept for a long series of years. How much the use of the wheel has contributed to this result in the past few years, since it came into very general use by all classes, and how much it will continue to contribute it is impossible to state. That it is one important factor in producing this result, I have no doubt.

**HEART DISEASE.**—It has been the habit of some writers to condemn the use of the bicycle without qualification, in all cases of heart disease, as dangerous. Such unqualified advice recognizes no difference in the character of heart disease. The term "heart disease" embraces many entirely different conditions. Persons who are suffering with organic disease of the heart, involving its walls, or its valves, and who present the well known symptoms of such disease, such as constant and continuous palpitation, a blue or livid color of the lips, swelling of the feet or limbs and inability to lie down at night, such persons are beyond question unfit subjects for wheeling, and should not attempt even the first lessons in wheeling, since it often happens that the exertion of learning to mount taxes the diseased heart more than continuous riding.

There are, however, many cases of functional diseases of the heart, in which no serious organic changes are manifest, where the bicycle often proves a positive remedial agent of much value. Such persons may have, in consequence of being long habituated to a sedentary occupation, or from want of proper exercise, an intermittent pulse, and more or less discomfort in walking up a hill or a long flight of stairs, or in a brisk run of twenty rods or more, but no other symptoms of defective action of the heart. Many eminent physicians have testified to the fact that a judicious, regular use of the wheel, the rider being instructed to avoid hill climbing and lengthy rides, acts as a positively curative measure in such cases, the weak, muscular tissue of the heart being strengthened, as well as other portions of the muscular system.

The following instance is an illustration, which came to the writer's notice. A gentleman, at the age of 58, applied for life insurance at an old standard office, and on careful examination, the examiner found that the applicant had an intermittent pulse, the intermission consisting in the dropping of every fourth or fifth pulse beat. On this account the applicant was rejected, the intermission continued and three years later he began wheel riding, regularly and carefully, taking a few short rides, and scarcely ever exceeding twenty miles a day, mostly on level roads, and avoiding hill-climbing. His total mileage for the first two seasons amounted to about 3,000 miles. Before the close of the first summer the intermittent

pulse had become regular and the rider's general health very much improved. No drugs or other remedial agents were employed.

In this connection the question of hill-climbing assumes considerable importance. The exertion of riding along a level road is very slight when compared with walking, but when a hill is reached the conditions are reversed, and walking is the easier. Consequently the rider who has any symptoms of heart weakness, such as difficult breathing, for example, on reaching a hill should dismount and walk. I may add very properly, in this connection, that any person who is a subject of heart disease, and contemplates wheel riding, will make no mistake in consulting a physician and obtaining his advice upon the subject.

There is quite a difference between the liability to consumption and heart disease at different ages of life, since people are considerably more liable to consumption in young and middle life (15 to 40 years) and this is an age when the greatest number of wheel riders is found, while on the contrary, heart disease is chiefly confined to advanced ages (that is to say, people at 40 to 70 years are more liable to heart disease than those at 15-40 in the ratio of ten to one) so that numerically speaking, the question of heart disease in its relation to bicycling is a matter of comparatively slight importance.

*To be concluded next month.*

#### Strawed Roads in Texas

Up in Denton County, says the Galveston Daily News, some of the roads are sandy. The small grain crop is great. Straw is abundant. So it turns out that "strawing" the roads has been an experiment with road builders in Denton County this year, and judging from a stretch of what used to be very bad road north of the city of Denton, it is claimed the experiment is an unqualified success. The piece of road in question lies between Denton and the Pilot Point crossing on Clear Creek, and up to this year was almost impassible for a heavily loaded wagon, the sand being several inches deep. Part of the road was clayed, and another part "strawed," the latter being done at about one-half the cost of the former. Both pieces of road are in fine shape now, that part "strawed" in wet weather being superior to that clayed.

#### Freak Bicycle Riding

The respectable press and public of New York and Long Island is becoming disgusted by the long distance feats of women in that vicinity, and attention is being directed to its senselessness. The New York Herald suggests that, if the nuisance can be stopped in no other way, the legislature should prohibit it. We say "Amen."

Don't imagine that the street in front of your house is a circus ground. If you want to try fancy riding look up the nearest riding school. The walls there are padded, and besides, you will not be likely to injure anyone but yourself.

## L. A. W. MAGAZINE

AND GOOD ROADS

OFFICIAL ORGAN OF THE

League of American Wheelmen

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Before the bicycle came to change many conditions of our American life, country roads were as a closed book to us all. They were seldom, if ever, traversed except by those whom necessity compelled to use them. When one traveled, the railroad was patronized, and the country, with its natural beauty, health-giving atmosphere, and execrable highways, was left to the farmer.

The bicycle has done much to alter this condition.

When it came into general popularity, the tendency among its users was to travel new routes, and seek out fresh scenes, and one of the first developments of wheeling was country touring, a feature of cycling life that has steadily grown in favor until we are now no more surprised to see hordes of wheelmen going through rural districts than we are to see a farmer drive into the city.

The demand for good roads was one of the definite results of cycle touring. Wheelmen were first to raise the cry that improved highways were needed, and their earnestness in spreading the good roads gospel won many converts among farmers, who previous to the bicycle era were either ignorant of their needs, or had not the time to advocate the required advancement.

Consequently, the bicycle has brought forth good results for others than wheelmen, and promises in future to be productive of still more benefits, when it shall be aided in force by the motor vehicle and the motor bicycle, one of which is already here to stay, with the other fast approaching as the promised most popular of self-propelled vehicles.

Motor vehicle and motor bicycle users are certain to follow wheelmen into the country. Cities offer too few attractions, and are too confining for it to be other-

wise. And within a period of five years country roads will be more than ever enlivened with persons and vehicles from large settlements, country life will take on a new aspect, and demands for country improvements will be greater, louder and more forcible than ever before.

Rural free mail delivery, too, will lend its weight in favor of the appeal for better roads, which are a perquisite to the establishment of the service, and then, when good highways shall have become a reality—or, perhaps, even more than that—there will be a call for another improvement quite as essential as good roads themselves, a system of distance marking and of house numbering that will enable a stranger to find his way in and out without being compelled to ask for information every half hour.

Anticipating this demand, Mr. A. Bancroft, a Californian, has devised a "block system for country roads," and he contributes to this number of the L. A. W. MAGAZINE a most interesting illustrated article, in which his idea is fully unveiled for the first time in any eastern publication.

Mr. Bancroft's plan is novel, unique. It is thorough, and apparently perfect. He writes that since the perfection of the idea not a single objection has been advanced against it, and he presents his plan to our readers in full confidence that his suggestion is timely, worthy and want-filling.

We commend this article to the earnest consideration of League members.

In the death of Frank P. Van Valkenburgh, former chief consul of the Wisconsin Division, the League of American Wheelmen and organized cycling generally, loses a young leader of brilliant promise. Radical in everything, Mr. Van Valkenburgh was a most thorough wheelman, and his efforts on behalf of the League, and of his division, were often great and self-sacrificing. To his individual work was due the great fight for the Wisconsin state bicycle baggage bill, and there is no doubt that had he lived he would have secured the passage in Wisconsin of this and other measures benefitting wheelmen, for in pressing legislation more than in any other line, he was invincible.

Former Chief Consul Hines, of the Michigan division, is an enthusiastic advocate of the idea of employing professional solicitors to build up League membership. Mr. Hines very pointedly says: "Other societies find an organizer a necessity, and what is good for others is good for the League."

Don't go home to change your sprocket combination because you happen to have ridden down town behind a man on a 100 gear. Wait until you catch him on a hill, and you will be well satisfied with your lot after all.

Customer—"I've got money to burn, and I want the best wheel you have."

Dealer—"That's all right. We have bicycles o scorch."—Detroit Free Press.



## Paragraphs from the Past

Events of Other Days  
As Related When They Occurred.

With the mile "safety" record now at 1:19, it is hard to imagine that 10 years ago the then wheeling enthusiasts doubted the authenticity of a mile in 2:29 4-5, and yet that is precisely what they did. The L. A. W. Bulletin of July 18, 1890, ran the following under the caption, "Marvelous Records—If True:"

The cable brings marvellous news of record breaking at the Catford race meet in England last Tuesday. Before accepting we shall await verification by the mails. The claims are:

A. Ducros, half-mile safety, \*1:11.

R. J. Meeredy, one-mile safety, \*2:29 4-5.

F. J. Osmond, one-mile ordinary, \*2:28 4-5.

F. J. Osmond, three-quarter-mile ordinary, 1:51 4-5.

P. C. Wilson and E. Dangerfield, two-mile tandem, 5:32 2-5.

P. C. Wilson and E. Dangerfield, three-mile tandem, \*8:23.

P. C. Wilson and E. Dangerfield, four-mile tandem, \*11:11 1-5.

P. C. Wilson and E. Dangerfield, five-mile tandem, \*13:54 1-5.

\*If correct are world's records.

Rowe's three-quarter mile still stands at 1:50 1-6. Lumsden and Winship's two-mile tandem still stands at 5:20 2-5.

Here are a few miscellaneous articles that make good reading in these latter days:

A certain grave and reverend clergyman, of Springfield, O., having been presented with a fine safety, essayed to ride same with very poor results. He was practicing the other day, in the presence of an interested crowd of small boys. After many vain efforts to stay on the jigger, one of the small youngsters quietly, confidentially remarked:

"Say, mister! I can tell you why you don't ride that wheel!"

The good man stopped, and turning around, said:

"Well, sonny, why can't I ride the wheel?"

"Cause you don't stay on it!" replied the young Solon, and though the clergyman said nothing, as he walked home, it may be supposed he thought a heap.—L. A. W. Bulletin, Nov. 14, 1890.

In an article on the bicycle, the Item, of Richmond, Ind., winds up thusly: "The fact is, the bicycle is the coming machine for road use, the same as electricity has crowded the horse off the street railway. Business men, mechanics, professional men, are awaking to the fact that it is not only a health giver, but a time saver and a convenience; and the town or community who try to be unjust to the quick

little flyer without wings will, inside of five years, stand in about the same shoes as the Legislature of New York, which not so many years ago decided that a railroad might be built in the state, but that the cars mustn't run faster than six miles an hour."—L. A. W. Bulletin Nov. 1, 1889.

The Supreme Court of the state of Illinois has lately rendered a decision whose effect may stand for a precedent. It has ruled that bicycles cannot be licensed to use sidewalks, as they are specified as vehicles, and in case of damages resulting from accident, the city issuing the license would be liable for the bill. The bicycle is a vehicle; and to obtain acknowledgment of this fact from the courts of the country has cost the League of American Wheelmen much money and effort. In the light of this fact we cannot see how the Supreme Court of Illinois can be wrong.—L. A. W. Bulletin, July 21, 1894.

By the unanimous vote of the L. A. W. National Racing Board Mr. Prince Wells, of Louisville, Kentucky, has been reinstated as an amateur.

CHAS. S. DAVOL,

Chairman L. A. W. Nat. Racing Board.  
Warren, R. I., June 30, 1890.

The following interesting scrap taken from the Beacon of Akron, O., is too good to lose: "Fifty years ago," said the gentleman from Portage, O., "when I was a schoolboy, one of the enjoyable treats of my morning run with my hoop, was to a turnpike corner in the south of England, to see an old milkman come into the town upon his rudely constructed bicycle which he propelled by steel grip plates on the toes of his boots which he forced into the roadbed, and by a thrust of his legs as if skating, he kept up a fair speed. Suspended from a wooden shoulder yoke he carried his two large milk cans. These used to swing out like the governor balls of an engine as he turned the corner at full speed. His machine was composed of two strong wheels about three feet in diameter. The saddle stick was about the shape of a well made ox yoke, the back wheel being attached to wooden brackets, and the steering wheel rigged to a strong wood fork hewed from a tree. To the tops of the staff was attached a pair of cow horns having enormous polished brass knobs. On Saturday the young ones used to go to see the old man leave town, as he generally got drunk before going home on that everybody's pay day. And the strangest thing about it was that when drunk he could travel a deal straighter upon his wheels than upon his legs."—L. A. W. Bulletin, March 14, 1890.

We tricycled about Chelsea, Everett, Malden and Medford last Sunday, and met many wheelmen during our ride.—L. A. W. official organ, January 5, 1883.

Chas. H. Metz, of Utica, N. Y., has been reinstated as an amateur by the racing board.—Bicycling World, Sept. 18, 1885. (Mr. Metz is now president of the Waltham Manufacturing Company.)

## L. A. W. OFFICIAL DEPARTMENT

### What We Are About to Say, is That

September is the month of all months for riding. The cool weather invites us to get out into the open, and the foliage puts on its gorgeous tints. Roses have thorns and September has short days. We cannot be perfectly happy.

September is the barley month of the Saxons, the harvest-home month of the English, the fruit month of the French, the oyster month of America, the riding month for the cyclist, and the month of all others for the sportsman.

September sees all legal barriers thrown down and man can indulge his predatory tastes for game. If it is so that grouse and quail and partridges must be had for the table and for our sustenance, it is better that they should be gotten in a gentlemanly-like way.

September brings us very close to our annual elections. It is quite time for us to be looking about to see who shall serve us as division officers. The election comes in October. Let us begin to think.

We hope the day will not be far distant when the governing body of the L. A. W. shall decree that the membership at large shall elect the president and the other executive officers. It can do no harm to let the individual take a hand in the government. A presidential election is very soon to be held in the nation. The people are filled with an interest that stirs up all their patriotic feelings. Many vote for president who never go to the polls at other times. It is a good thing to give members something to do in an organization like ours. At present they are held at arms length. We think it would be one of the wisest pieces of legislation that we could enact.

We have been having trouble. We made a contract with an accident insurance company to furnish us with a policy that we could furnish to our members at a very low price. We procured a big block of the policies and they began to go like the proverbial hot cakes. Then the trouble began. It is a policy that the company sells through its agents for one dollar and we sold them for much less. Very soon the agents began to write to the company that we were cutting prices and they could get no business. This settled our case. We can have no more policies from that company. We can make no complaint and we cannot blame the company for protecting its agents, but we cannot go out of business. The idea took well, was a success from the first and we must go on with it. We have made a contract with the New Amsterdam Casualty Co. to furnish us a policy equally as good as the one we have been selling. We must, however, get fifty cents for it. We could make a contract on no other terms. We shall have sold out our first lot of policies when this reaches the member and he may know that the price has gone up. We sell this policy to none other than League members and no better one can be had for a dollar at any other place. We shall also continue to give a policy to every renewal from a non-division state.

We hope to have, before many days, a good insurance policy against theft of bicycles. Many attempts have been made to do this but none have been successful. Too little has been charged for the service and too much has been promised. The companies have been unable to

do all that they agreed. It is a great risk, this insuring bicycles against theft, and a company must be well paid that undertakes it. No company can afford to make it an object for a man to have his bicycle stolen. Some of the loss should fall upon the owner. If a company charges a fair rate and agrees to make good two-thirds of the loss, it is all that we have a right to expect. We hope to be able to make a proposition before many moons, and when we do get at it we promise that it will be as fair a proposition as can be made and that it will be lived up to.

Cutting of prices is not popular among those who are in the same line with us. We had a big war when we started into the periodical business, but we have lived that down and we are still in the business. We always play fair in that we confine our favors to League members. Outsiders may not have our rates. We can save money for our members in various ways and if a man gets no return for his dollar, it is because he does not use us as he might.

Speaking of theft insurance, we remember well when it was first started in Boston. A well known wheelman insured his wheel and then he wanted to have it stolen. He belonged to a down-town club, whose rooms were situated on a principal street, and he would ride to the club early in the evening and leave his wheel standing against the curb. Then he would go in and play billiards and other things till very late. He always found his wheel at the curb when he went for it. He tried very hard to have it stolen but was not successful. At last he gave it up. This shows the value of theft insurance—or something else.

That reminds us of another story, and this one as well is about a Boston man. He was a dealer and he had in his stock an ordinary bicycle in very good condition. He tried very hard to sell it but his customers wanted to be paid for taking it away. One day he became desperate and when he locked up his store at night he stood the wheel in the gutter and affixed a sign to it which read: "Take this thing and welcome." In the morning he found that some one had stolen the sign and left the bicycle.

Pioneers of the League are reminded that their dues are now due. What do they get for the fifty cents? Nothing tangible! They get a ticket of membership which they are proud to have. If they are at an annual meet they get a dinner. In other words they get their annual meat when it isn't fish. It was whitish on a plank this year. We never have to press for the pioneer dues. They come. The old guard is proud that it is the old guard. Tickets will be ready when this is in hand.

Now that they have a roller coaster where the car turns a complete somersault without dropping the passenger, we expect to see the feat performed on a bicycle. Given a quick descent which will produce speed enough to send a man around the circle, why not on a bicycle as well as in a heavy car? We are not going to try either.

The Bicycling World has gone to New York. Over twenty years it was a Boston institution. It has been a power in the cycling world of Boston, though since it has been "all trade" it has enjoyed less prestige than before. It re-



main to be seen if the move is a good one. In Boston it had the field all to itself. In New York it will have competitors. If the World sees twenty years in New York as well spent as have been its twenty years in Boston we shall have to say that the move was a wise one. Till then—

The Maine division is after the towns that will not obey the Guide-Board law. Papers in a suit have been served on the mayor and the aldermen, jointly and severally, of the city of South Portland. The sum of money involved is small, only \$15, but the principle involved is very large. The writ alleges that the city of South Portland has neglected to erect, as required by a law, a guide board at the junction of the Rigby road and the Scarborough road so called, and have continued in said neglect for the space of three months last past. It cannot be pleaded that the city was in ignorance of this infraction of the law, for, more than a year ago, Chief Consul Small notified them of the omission. The division feels that the law was enacted for a wise purpose and that it is a just and reasonable law not entailing much expense or discomfort upon anybody, while it serves a most useful purpose in guiding the thousands of summer tourists who come to this state. For this reason and no other the present action is brought.

It should be said that the suit against South Portland is only a starter. Evidence has been accumulating against many other cities and towns and there will be more suits in a short time unless the law is complied with without delay.

The precedent established by the Massachusetts supreme court in ruling that the bicycle is more machine than vehicle has quickly borne the dangerous fruit expected. In the case of Prof. L. W. Spring against Williamstown, Mass., for damages due to injuries sustained in crossing a public bridge, Judge Hopkins in the Berkshire superior court decreed that the bicycle is not a vehicle and ordered a verdict for the town. This means work ahead. If the bicycle is not a vehicle, what is it? The court says a machine. Has a machine any rights on the road? Has not the driver of a carriage a perfect right to run him down. In this connection we want to quote what a very prominent maker of bicycle accessories has written to a trade paper. The writer is financially interested in everything that affects the use of a bicycle on the highways. He says:

"The laws forbid the bicyclist from riding on the sidewalk, and if such is the case where is he to ride? In fact, in boiling the thing down what rights have the bicyclist anyway? Now in view of this recent decision would it not be the thing for the L. A. W. to try in all ways to have a law passed, or an amendment passed to the present law, including bicycles, motor cycles, and motor carriages, for in all probability both the motor cycle and the motor carriage will be considered as much of a machine as the bicycle, if such a case should come before the supreme court. It seems quite necessary that such a step should be taken, for at present the writer fails to understand in what way a bicyclist has any rights whatever."

Now the funny thing about this is that the writer is not a member of the L. A. W., though he is or should be greatly interested in the work it is doing.

One more good thing we are going to give our members. A health insurance policy. We shall announce the details very soon. This policy will pay an indemnity of from \$5 to \$25 per week for twenty-six weeks in case one is stricken with any one of twenty-eight diseases. The premium will range from \$2 to \$10. We cannot give full details at this writing, but will do so later. We are going to have a good thing in this and we believe it will be popular. A monthly is not swift enough for us in emergencies and we hope before long we shall get back to a weekly. You see we speak our mind right out in meeting. A little informal, but we like to be informal.

We are among those who believe that the League should prosecute its general work of encouraging the improvement of highways, protecting the rights of wheelmen and securing legislation in our interests while we oppose

that which is antagonistic to them. We go farther and believe that we should do something for the individual member. The National body furnishes an accident policy at low rates and gives special privileges at the custom houses in Canada and abroad. In addition it provides touring information and a periodical department that directly saves money to the members. This we do and much more.

We cannot furnish to members of divisions anything in the way of gratuity, but when the division goes out and the members in that state become wards of the National body, we can and will do something very substantial. We are sending out circulars to our wards and this is what we offer:

To every one who renews we will give the usual privileges and in addition will give him an accident policy for one year. This accident policy sells elsewhere for one dollar; the L. A. W. sells it for fifty cents, and gives it as a premium for renewals from non-divisions.

Or, we will send any periodical on our list for thirty cents less than our advertised price, which is already lower than that of any agent or publisher in the country, and with the extra discount offered it is much less than cost.

To new members we offer the following:

To every applicant for new membership who sends \$2, we will send all of these: Ticket of membership for one year. Accident policy for one year. L. A. W. Magazine for one year. Any dollar magazine or paper published in the U. S. for one year.

These offers apply to members resident in the following states and to none others. The offers cannot be continued after the state has become an organized division: Alabama, Arizona, Arkansas, Florida, Louisiana, Mississippi, Montana, Nevada, New Mexico, North California, North Carolina, North Dakota, Oklahoma, Oregon, South Carolina, South Dakota, Utah, Wyoming.

And, by special arrangement, the provisions are extended to the following divisions: Georgia, Kansas, Vermont, Washington, West Virginia.

Members may aid the L. A. W. by sending us the names of wheelmen who may be persuaded to take advantage of our offers above.

This is in line with the policy of the executive committee to bend our energies towards giving benefits that should go exclusively to League members and not to all wheelmen.

Our friend Mears, who is down at the other end of this paper, sitting in his shirt sleeves, and writing news and suggestion for the good of us all, has outlined a plan that he urges as a good one to bring up the membership of the L. A. W. He suggests the employment of a solicitor who should go about the country and gather in members. The suggestion has resulted in a good deal of correspondence by members with this office and the plan is very generally approved and we are urged to adopt it. The difficulty in the way of its adoption by the National body is the fact that under our scheme of work the divisions are expected to do the recruiting. When a man joins the League and pays \$1.75, the division gets \$1.40 and the National body gets but 35 cents. The division is given the bulk of the money in order that it may do things to benefit the member and keep him in a happy frame of mind. The plan of employing a solicitor is a good one but he must be a division worker under the condition of things.

A dispatch from Milwaukee, dated August 13, runs as follows: Frank P. Van Valkenburgh, a well-known cyclist, died suddenly today, supposedly from hemorrhage of the brain. Mr. Van Valkenburgh served one term as chief consul of the Wisconsin division, League of American Wheelmen, and was assistant United States district attorney for the eastern district of Wisconsin under the Cleveland administration. He was 45 years old. It was but a few days since that we were with him at the meet in Milwaukee. He was then in prime health and bade fair to live many years. He carried the burden of getting the meet for Milwaukee and of conducting it when once it was obtained. It was no easy task and he was beset with difficulty throughout all its conduct. He was chairman of the transportation committee, which made him a member of President Sams' administra-

tion. Van was a conspicuous figure on the floor of the assembly, where he made his first appearance in 1898 at St. Louis when he nominated Isaac B. Potter, Esq., for president of the League. Van was a warm-hearted, whole-souled gentleman. He had many firm friends among League members and was a general favorite. The news of his death came suddenly and wholly unexpected. It was less than a month ago that we stood at his fireside in converse with his wife and children and at that time the future was bright with hope for the household. For, and in behalf of our members, we extend to the family our heartiest sympathy. Van has written a good record with us and we shall ever remember him with pleasure while we sincerely regret his untimely death.

### The League of American Wheelmen

is an organization to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways by promoting in the public mind a sense of the utility, general economy, and desirability of high-class roads, and persuading legislators to make laws and provide money to create better highways. We have influenced, already, very much legislation, but our work is no more than begun. We need the influence and the contribution of every wheelman to further this work.

We protect our rights and promote our interests by influencing legislation favorable to wheelmen, and by opposing the same if prejudicial to our well.

In brief, we seek by co-operative endeavor to secure results not otherwise obtainable.

We invite every man of good character who rides a wheel to join us in prosecuting the good work we have undertaken.

Every full-paid member is entitled to the Official Organ, which is published monthly.

By co-operative endeavor we publish road books, maps, hand books, etc. The work of collecting and compiling is done by our zealous members, and thus we do the work at small expense and give our members the benefit.

Our Hotel system gives to members a discount at hotels when traveling.

Our Consul system provides a man in every town and city whose duty it is to assist touring members. Our spirit of fraternity unites wheelmen in a common brotherhood.

Our system of Repair shops secures repairs to League members at reduced rates.

Our agitation and work in the Legislatures of different States has given to wheelmen the free carriage of wheels as baggage on the railroads. Our work in this direction is incomplete. We have done much, but much remains.

Membership in the L. A. W. entitles one to receive a ticket of membership in the Cyclists' Touring Club of Great Britain. The C. T. C. has a very complete system of hotels, consuls, repair shops, etc., in Great Britain and on the Continent, and the use of these, at reduced rates, is at the command of ticket holders. Holders of the C. T. C. ticket can obtain free entry of their cycles into France, Germany, and other Continental countries, but if they intend visiting Belgium, Switzerland, Italy or Austria, it is recommended that they become members of the C. T. C. The latter countries require that the ticket must contain photograph of the holder and the official stamp of the C. T. C., which must be applied at the London office. Great Britain has no customs duties on wheels.

We have an arrangement with the Canadian Government whereby members of the L. A. W. may take wheels into Canada, for a period not to exceed three months, without a deposit of money for the duty. The L. A. W. personally guarantees the return of the wheels to America and thus stands behind the member. Non-members must deposit \$25.00. We supply, gratis to members, a ticket of membership in the Canadian Wheelmen's Association which will secure hotel and consul privileges in Canada.

Our Touring Department collects and distributes information regarding routes and tours, and its services are at the command of our members at all times.

If the L. A. W. should do nothing for wheelmen for many years, there is not a wheelman in the United States but owes it his support for what it has done in the past.

It costs Two Dollars for the first year. One Dollar for each year thereafter. These amounts include a yearly subscription to the Official Organ. If the paper is not desired, send 25 cents less in each case.

### Officers for 1900 and 1901

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Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

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more, Bath, Me.  
Maryland—Chief Consul, J. J. McElroy, 195



West Fayette st., Baltimore. Secretary-Treasurer, R. H. Carr, Jr., 607 and 621 Law Bldg., Baltimore.

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Michigan—Chief Consul, H. S. Earle, 705 4th ave., Detroit. Secretary-Treasurer, Henry E. Perry, 243 Sheridan ave., Detroit.

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Missouri—Chief Consul, John R. Williams, 1933 No. 2nd st., St. Louis. Secretary-Treasurer, John C. Schneider, 1933 No. 2nd st., St. Louis.

Montana—Chief Consul, Lewis Penwell, Helena.

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New Hampshire—Chief Consul, Robt. T. Kingsbury, Keene. Secretary-Treasurer, E. B. Stearns, Box 63, Manchester.

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New York—Chief Consul, Milo M. Belding, Jr., N. Y. Athletic Club, New York. Secretary-Treasurer, W. S. Bull, Office of the Division, Vanderbilt Bldg., New York, N. Y.

North California—Chief Consul, Francis T. Dwyer, Sacramento. Secretary-Treasurer, E. J. Murphy, 539 20th st., Oakland.

North Carolina—Chief Consul, E. L. Remsburg, Fayetteville.

Ohio—Chief Consul, S. L. Ghaister, Fostoria. Secretary-Treasurer, W. H. Chubb, 91 Bell ave., Cleveland, O.

Oregon—Chief Consul, Thornton Birdsall, 6 Front st., Portland. Secretary-Treasurer, Don G. Woodward, Box 78, Portland.

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Rhode Island—Chief Consul, George L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster st., Providence.

South California—Chief Consul, Dr. A. H. Palmer, Pasadena. Secretary-Treasurer, J. D. Wilder, Tustin.

South Carolina—Chief Consul, J. Alwyn Ball, Atlantic Wharf, Charleston. Secretary-Treasurer, T. S. Silcox, 59 Broad st., Charleston.

Tennessee—Chief Consul, Peter P. Gluck, 350 Front st., Memphis. Secretary-Treasurer, Henry Hotter, Cotton Exchange, Memphis.

Texas—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, R. G. Hall, Sherman.

Vermont—Chief Consul, W. H. Sablin, Rutland. Secretary-Treasurer, R. B. Denny, Montpelier.

Virginia—Chief Consul, W. C. Mercer, 510 East Main st., Richmond. Secretary-Treasurer, J. Roy Collins, Box 116, Norfolk.

Washington—Chief Consul, E. Irving Halsted, 102 South 10th st., Tacoma. Secretary-Treasurer, A. F. Tourville, 1839 23rd ave., Seattle.

West Virginia—Chief Consul, Charles H. Gieger, 1010 Main st., Wheeling. Secretary-Treasurer, W. H. Boughner, 1008 Main st., Wheeling.

Wisconsin—Chief Consul, Percy B. Champagne, Merrill, Wis. Secretary-Treasurer, F. G. Cramer, 207 Grand ave., Milwaukee, Wis.

### Foreign Consuls

ENGLAND—Joseph Pennell, 14 Buckingham st., Strand, W. C. London; T. Lee Lloyd, 6 Dingle Lane, Liverpool; W. P. Purvis, 2 Avenue Place, Southampton; Rev. Thos. H. Orpeh, Binnbrooke, Cambridge; Herbert M. Rankillor, Blundells School, Tiverton.

FRANCE—Paul Ocker, 5 Rue Gustave Dore, Paris; J. M. Erwin, 17 Rue Brunel, Paris; H. C. Wallis, secretary Dieppe Du Golf, Dieppe.

GERMANY—Friedrich Schleicher, Duren Rheinland, Bonner-strasse 16, Berlin; Felix Rohl, Linden-strasse 56, S. W., Berlin; A. Elditz, care Schenker & Co., Munich.

ITALY—Ercole Abrate, All Aurora, Turin.

AUSTRIA—Otto Mayer, 11½ Lindergrasse, Vienna.

IRELAND—J. White, Derrybawn, Bushey Park Road, Rothgar Co., Dublin.

SCOTLAND—J. Lennox, Dumfries.

JAPAN—Raisa Earl, 14 Shinimon st., Nihonbashi, Tokio.

CUBA—Alfred F. Terry, Sta Ysabel 25, Cienfuegos.

### L. A. W. Touring Department

To expedite the giving of information concerning routes, the seven members of the National Touring committee have each been assigned a certain territory, and it is urged that, as far as possible, the seeker for pointers, as to short routes communicate directly with the member having charge of the section of the country in which such route or routes are located. Through-route information, and suggestion as to European tours, will be furnished by the chairman. The personnel of the committee, with the territory assigned to each follows:

George M. Schell, chairman, 639 Bourse Bldg., Philadelphia, Pa.—Pennsylvania, Delaware and Southern New Jersey.

Alonzo D. Peck, 221 Columbus avenue, Boston, Mass.—New England States (except western Connecticut) and Upper Canada.

W. S. Bull, Vanderbilt Bldg., New York City—New York State, western Connecticut and northern New Jersey.

L. W. Ryland, 702 Main street, Richmond, Va.—Maryland, Virginia and West Virginia.

W. C. Munro, 2143 Grand street, W. H., Cincinnati, O.—Ohio, Kentucky and Tennessee.

A. D. Black, 147 Forty-second Place, Chicago, Ill.—Michigan, Indiana and Illinois.

A. M. Welles, 309 Phoenix Bldg., Minneapolis, Minn.—Wisconsin, Minnesota, Iowa.

Information concerning routes in sections of the country not included in the above apportionment will be supplied by the chairman.

Requests for routes MUST be accompanied by stamped self-addressed envelope or stamp (preferably the former).

It must not be forgotten that the routes furnished by the touring committee are often made up from road books, maps, etc., that have not been kept up to date. It is therefore urged that tourists who travel over these routes promptly report changes that will make the same trips more pleasant for those who follow them.

League members inquiring for routes should in all instances append their League number as an evidence of good faith.

Up to date there have been prepared twelve through routes, as follows:

1—New York to Chicago (via Albany, Buffalo, Cleveland.)

2—New York to Chicago (via Delaware Water Gap, Scranton, Elmira, Buffalo, through Canada and Michigan to Grand Haven; thence across the lake by steamer to Chicago or Milwaukee.)

3—Boston to Albany (to connect with route No. 1) with a branch trip through the Berkshire Hills to the Hudson River (connecting with route No. 1) at Hudson, N. Y.

4—Boston to New York (via Springfield), with a branch trip through Berkshire Hills.

5—Boston to New York (via Providence, New London and Long Island.)

6—New York to Washington (via Philadelphia and Baltimore.)

7—Boston to Portland, Me.

8—Boston to Montreal, with branch trips to the Canada line (Northern Vermont) and the White mountains.

9—Philadelphia to Natural Bridge, Va.

10—Boston to Fall River and Newport.

11—Philadelphia to Delaware Water Gap and Fishkill, N. Y., connecting with route No. 2—New York to Chicago, via Scranton, Elmira, Buffalo and Canada—at the Water Gap, and with route No. 1—New York to Chicago, via Albany, Buffalo and Cleveland—at Fishkill.

12—Washington to Chicago (via Hagerstown, Wheeling, Columbus and Indianapolis).

Inquirer for above routes will save time by communicating direct with the chairman of the touring committee.

Not a few requests having been received for the route from Atlantic City to Point Pleasant to connect the south and north Jersey coast resorts, we append the following from W. W. Randall, former chairman of the Pennsylvania division road book committee, who has been over the route frequently, and reports it to be in excellent condition:

Leaving Atlantic City, cross the meadows to Pleasantville, turn right to Absecon. After crossing the bridge and passing hotel in Absecon turn right to Port Republic and New Gretna (via Smithville). At New Gretna turn right, and follow direct road through Tuckerton and Manahawkin, Barnegat, Waretown and Forked River to Toms River. In the latter place take road to Lakewood, where turn right to Point

Pleasant, whence an excellent road extends north along the coast all the way to Seabright. The distance from Atlantic City to Point Pleasant is about 70 miles, all in excellent condition, except in spots. The Lafayette Hotel in Forked River and the Ocean House in Toms River are recommended to League members.

John B. Uhle, of 290 Broadway, New York City, gives the following advice, which may be of value to those who tour across New Jersey from Philadelphia to New York: "Those who do not desire to ride over Ten Mile Mountain, just east of Kingston, N. J., and along the rough road thence to New Brunswick, will find a very good road across to the Cranberry road; the latter is a fine macadam road all the way into New Brunswick, though the part near Dean's is under construction. When the macadamizing of the Cranberry road has been completed to a mile east of Dayton this route will be as quick as that over Ten Mile Mountain and far pleasanter."

The following extract from a letter from Theodore Ayres, Jr., who took in the portion of through Route No. 1 from Albany to Buffalo will give prospective tourists across New York state an idea of the pleasures in store for them: "You need have no fear in recommending this trip, as the cycle paths, which cover from one-third to one-half the distance make the riding charmingly easy; the country is mainly level, the views beautiful and the cities and towns so close that stopping places may be found every few miles. I have at different times toured from Maine to Maryland, but the trans-New York ride is the best yet."

Prospective tourists to the Adirondack region may secure recently-published maps (a set of two, 12 pages in all) of that section by forwarding the price (\$1) to George H. Walker & Co., Harcourt street, Boston, Mass.

A new through route—Washington to Chicago—has been prepared and may now be had by League members on request, accompanied by stamp or self-addressed envelope. The route lays through the beautiful mountain region of Maryland, and touches Wheeling, W. Va.; Columbus and Dayton, O., and Indianapolis, Ind.

### L. A. W. Accident Policy

A special accident policy, issued by the New Amsterdam Casualty Company, one of the best companies in existence, and granted only to L. A. W. members under sixty-five years of age and in good standing, through the L. A. W. Secretary. The policy provides for \$1,000 in case of accidental death, providing the death was due to accidental means caused by general travel accidents. It also provides for an indemnity of \$5 per week for five weeks, for disabling injuries received in consequence of accidents while traveling by the ordinary means of conveyance, or if such accident occurs in the collision of a bicycle with some other vehicle. The policy is valid for one year. These policies may be obtained from the Secretary by any League member for fifty cents (50 cents) each. This policy is the most liberal in provision and the lowest in price of any policy that has ever been issued. No similar policy can be obtained elsewhere for less than \$1. No special form of application necessary. Send name, address and fifty cents to Abbot Bassett, 530 Atlantic ave., Boston, Mass.

### Connecticut Division

The year is now at a point where our members should assure themselves that they have secured every possible member for the L. A. W. and should use every effort to increase our strength. The coming winter will witness the assembling of the legislature and our interests must be guarded. They are the interests of all the wheelmen of the state, and they should join us, willingly, in our work. If you need any application blanks I will gladly furnish them.

Do not forget our legislative committee is organized with N. J. Ayling, Norwich, chairman. All suggestions for our winter work will be gladly received by him.

We have a few of the trip cyclometers on hand. These can be secured at a low price, and each member should take advantage of this opportunity.

Those of our members who have not taken an accident policy, should remember it is the lowest rate ever offered for such benefits, and the enterprise should be encouraged.

Watch the town election, and see that those elected are favorable to good roads, and wheelmen's rights. This work has a great bearing on the future. Get one more member at least, before the close of the season; if all would do this we could do a lot more for our members. Our photo contest ends soon. If you have any samples of roads present them as soon as possible.

Express your views frankly, full on what you consider our future work, for by these means we shall be able to better serve our members. Yours fraternally,

F. W. STARR, Chief Consul.

### New York State Division

The following is a revised, up-to-date list of the official hotels and restaurants of our division, and I desire to impress upon our members the fact that they should patronize these hotels and restaurants whenever it is possible to do so. A discount of ten per cent is allowed to League members on presentation of their membership ticket for the current year. It is true ten per cent does not amount to much on an ordinary business lunch, but the lunches and dinners of a year, discounted at ten per cent mean an amount far in excess of the cost of membership in the L. A. W. and should be an inducement for thousands to join our organization. This is but one excellent example of "What do I get for my dollar?"

For the protection of members of the League of American Wheelmen, the New York State division supplies each hotel and restaurant with an official sign. These signs are fourteen by twenty inches in size, and are enamelled in blue on a white enamelled steel background. The sign is effective and distinctive in design, and wherever displayed, is a guarantee to all travelers that the best accommodations can be assured. All other signs are fraudulent and L. A. W. members are advised to shun such places.

If you have no official hotel or restaurant in your town, see what you can do towards securing one. We want one in every town and village in the state; it is a necessity in order to facilitate and promote touring. In selecting hotels for appointment, you are specially warned to keep in mind that in recommending the appointment of a League hotel you are acting for the State division, and you must not be influenced by friendship or relationship in selecting a hotel which you do not KNOW to be fit and proper to receive the appointment. In case of bad selection you must bear in mind that the responsibility rests with you and that you are the one with whom the blame will rest. If there is not a good hotel or restaurant in your town, do not recommend one for appointment. It is better to have no League hotel than to have a poor one. A good hotel is not necessarily a grand or elaborate one; good food, cleanliness, quiet, good attendance and comfortable rooms and beds are the prime necessities.

Under our present hotel and restaurant system, all the establishments favored with official appointment will be kept under strict surveillance by the division officers and consuls. It is intended that our official signs shall indicate a standard of excellence to travelling wheelmen not sure to be found elsewhere.

In conclusion I desire to say that I trust each member of the New York State division will consider it his or her duty to report to me immediately any violation of contract which may come to his or her knowledge. Only in this way can we keep track of our hotels and restaurants, and thereby make it possible for our division to cancel the contract and call in the sign from places failing to keep their agreements. Yours fraternally,

M. M. BELDING, JR.,  
Chief Consul.

### NEW YORK STATE DIVISION 1930 OFFICIAL HOTEL LIST.

(Ten per cent discount; (b.) breakfast; (d.) dinner; (s.) supper.)  
Albany, Vincent House, Main st., \$2. Annadale, Annadale Hotel, Annadale and Amboy roads, \$1.50. Bath Beach, Avon Beach Hotel, Cropsey ave. and Bay 22nd st., \$1.50. Bath Beach, Captains Pier Hotel, ft. 20th ave., \$2. Brooklyn, Rick's Restaurant, 814 Bedford ave., b., 25c; d., 50c; s., 25c. Brooklyn, Parkway House Restaurant, northeast corner Ocean Parkway, b., 40c; d., 50c; s., 40c. Carlton, Point



## APPLICATION FOR MEMBERSHIP IN THE L. A. W.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue, Boston:

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy five cents for one year's dues, and the remaining twenty five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. Magazine, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town.....State.....

Cycle Club.....Write references on margin below.

Breeze Hotel, \$2. Catskill, Smith House, 459 Main st., \$2. Chittenango, Dixon House, Main st., \$1.50. Colonie, Devine's Hotel, Albany road, \$2. Colonie, John A. Hill's Hotel, Hill's Hotel Grove, \$2. East Syracuse, Hotel Ames, 217 W. Manlius st., \$1. Elmira, Hotel Rathbun, Water and Baldwin st., \$3. Glen Cove, Martin House, Glen Cove ave. and Roslyn road, \$1.50. Glens Falls, Hotel Ruliff, \$2. Huntington, Huntington House, Main and Fall st., \$2. Jamaica, Hotel Howard (P. O. Ozone Park), \$3. Jamaica, Jamaica Park Hotel, 264 Fulton st., \$1.50. Jamaica, West End Hotel, Fulton st. and Van Wyck ave., \$2. Kingsbridge, Marble Hill Hotel, Broadway, \$1.50. Kiskatom, Greater New York Hotel, \$1.50. Long Island City, Kavanagh's Hotel, 15 Borden ave., \$2. Marathon, Hotel Lynde, West Main st., \$1.50. Marlboro, The Exchange, King st., \$2. Mattituck, Hotel Glenwood, Main st., \$2. Mechanicville, Grand Central Hotel, 58 Park ave., \$1.60. Middletown, Russell House, Jamaica and King sts., \$2 to \$2.50. Newburg, The Palatine, Grand st., \$3. New York, Boulevard Hotel, S. Boulevard and Jerome ave., \$2. New York, Huber's Hotel, Jerome ave. and 162d st., \$2. New York, Krone-meyers' Hotel, St. Lawrence ave. and W. Farms road, \$1.80. New York, Moshulu Hotel, Broadway and Moshulu ave., \$2.50. Niagara Falls, Prospect House, 2nd st. and Jefferson ave., \$3.50. Niagara Falls Rapids Restaurant, Falls and Riverway sts., b., 50c; d., 50c; s., 50c. North Hempstead, East Williston Hotel, Jerico Pike, \$2. Northport, Commercial Hotel, Main st., \$2. Patchogue, Roe's Hotel, Main st., \$2. Pine Plains, Stissing House, \$2. Port Jervis, Delaware House, Pike st., corner R. R. ave.,

\$2. Port Jervis, Union House, 18 Main st., \$2. Port Washington, Grape Vine Hotel, \$2. Richmond Borough, Damber's Hotel, Bull's Head, \$1.50. Riverhead, Griffin House, Griffin ave., \$2. Saratoga Springs, Worden's Hotel, Broadway and Division st., \$2. Saugerties, Phoenix Hotel, Partition and Russell sts., \$2. Schenectady, The Edison Hotel, State and Wall sts., \$3 to \$4. Sea Cliff, Plaza Park Hotel, 8th st. and Roslyn ave., \$2.50. Tottenville, Excelsior Hotel, 36 Main st., \$1.50. Troy, Northern Hotel, 456 River st., \$1.50. West Sand Lake, Snyder's Hotel, \$1.50. White Plains, Carpenter House, 11 Court st., \$3. Wilton, Hotel Sutherland, Lake and Young sts., \$2. Wilton, Wilton House, \$2.  
New York, August 10, 1900.

## Rhode Island Division

The Pawtucket consulate of the L. A. W. is deeply interested in the contemplated cycle path with is thought will be constructed in the near future from Chicago to New York. If this path is built the Rhode Island division will endeavor with the divisions of Connecticut and Massachusetts to have the path extended from New York to Boston. This would be a great boon to wheelmen of this section and the influential members of the Pawtucket consulate are endeavoring to have the project carried out. If it is done no doubt the path will pass through this city. This would make a direct route to New York and Chicago, and the road would be a good one all the way through. It is said that plans have already been drawn for the construction of the path from Chicago to New York. This path would be nearly a thousand miles in length, and

## RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue Boston:

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number.....Date of Expiration.....

Name.....

Street and No. or P. O. Box.....

City.....State.....

City and Division in which my home is and to which I should be attached

Magazine will be stopped at date of expiration. You have 60 days in which to renew.

if it was continued from New York to Boston it would be about 200 miles longer.

Recently there was appointed in this state a cycle path commission and one of the members of this commission would favor expending money for the continuation of the path through the Rhode Island section. The plans on the New York and Boston end are not very far advanced as yet, but with Connecticut and Massachusetts and Rhode Island taking hold of the matter it is thought that arrangements could be made for a direct path from New York to Boston even if the other path from New York to Chicago was never built.

There are quite a few century riders in this district and there is no doubt that such a path would be appreciated by them and the members of the Rhode Island division have no question but that all wheelmen would be willing to contribute towards the keeping of a cycle path in a pair.

Three of the L. A. W. honor medals have been received in this city. The recipients are A. H. Sanborn, F. T. Sibley and District Consul Robert A. Kendall. Each of these three has within a short time secured 15 new members for the League and was entitled to the medal. For each five additional names a gold bar is given. Several of the other members are working for the medals. They are the first that have been received in this city and they attract considerable attention. No one doubts that they are well worth having.

Last spring the local consulate made arrangements for holding a good roads lecture, but owing to the warm weather it was decided to postpone the lecture to this fall. The committee which was appointed in the spring will serve this fall and already it has begun on its work. The lecture will be held in some large hall of the city and some noted speaker who is an authority on good roads will make the address. There will be a number of lantern slide reproductions of good and bad roads in Rhode Island. In order to make the affair a decided success the committee will probably introduce entertainment features during the evening.

Of the new names secured for the League for the week ending July 26, Rhode Island was third in the list of states. She was beaten out by New York, Massachusetts and Connecticut, who produced a few more new ones than Rhode Island. Of the number secured in Rhode Island during that week all but one resident in Pawtucket.

ROBERT A. KENDALL,  
District Consul, Rhode Island Division, No. 8.

## To Philadelphia Members

On the night of August 6, 1897, at about midnight, Miss Rosina E. Payne, of Philadelphia, was returning home accompanied by a Mr. Britton. The latter's wheel broke down and the young lady was, by him, placed in charge of another wheelman whom they had met and who stated he was looking for an L. A. W. button. At 18th and Mt. Vernon streets Miss Payne's wheel struck an obstruction, throwing her to the ground. From the effects of the accident she subsequently died. Her father, T. H. L. Payne, 2103 Mt. Vernon street is very anxious to get in touch with one L. A. W. member referred to. Any information along this line will be very thankfully received by him.

P. S. COLLINS,  
Sec. Treas., Pennsylvania Division, L. A. W.

## L. A. W. Supplies and Literature

BADGE. The official badge of the L. A. W. is to be obtained at headquarters only. All gold with purple amethyst setting;  $\frac{3}{4}$  in gold, \$2; rolled plate, \$1.00.

For veterans we make this badge with the figures representing date of joining in place of the gem.

No. 3 badge has a royal purple rim and garnet setting; rolled plate, 75 cents.

LAPEL BUTTON. A very attractive button with vitreous front, in four colors, 15 cents.

CAP PIN. Same design as the lapel button but larger and with catch pin on back, 20 cents.

DATED CAP PIN. Different design each year. Issued to members in good standing for the entire period covered by the dates. Cap pin for 1900-1901 now ready, 20 cents. Cap pins of back dates, '98-'99 and '99-1900, while they last, 10 cents.

LOCAL CONSUL PIN. For use where Divisions have not adopted an official consul badge, 20 cents.

VETERAN BAR. A bar to be worn above the L. A. W. badge by any person who has been for ten consecutive years a member of the L. A. W. A member may wear this bar, not when he renews and obtains a ticket that covers a date ten years later than he joined, but at the time when he reaches the date. Solid gold, \$2.50.

DECALCOMANIA DECORATION. U. S. shield and L. A. W. emblem, inscribed, colored;  $1\frac{1}{2}$  x  $1\frac{1}{2}$  inch; for decorating bicycles, 3 cents each, by mail; 25 cents per dozen.

HANDLE BAR RIBBONS. No. 1. Royal purple with emblem and L. A. W. initials embroidered in gold; 55 inches long, 1 inch wide, 25 cents.

RIBBON LABELS. The L. A. W. badge and initials embroidered in old gold on royal purple. Used on handle bar ribbons, on coat collar or sweater. 10 cents each; 2 for 15 cents; 4 for 25 cents.

RUBBER BUTTONS. League emblem stamped on face. Coat front size and sleeve size, 1 cent each.

TICKET HOLDERS. No. 1. Best calfskin, transparent celluloid front, with extra pocket for personal cards, 25 cents. For marking the leather holders with name, 25 cents.

No. 2. Holder has simply a pocket for the ticket, which is exposed to view through celluloid.

RUBBER STAMPS. No. 1, reading, "We Want Good Roads," 10 cents. No. 2, reading, "Join the L. A. W. and Ride on Good Roads," 15 cents. No. 3, fac simile of Good Roads Button, 20 cents. No. 4, "Let's All Work for Good Roads," 15 cents.

BACK TICKETS. In compliance with a desire that has been very generally expressed, we have had plates prepared and printed tickets for all the years since the present incumbent has been Secretary of the League. We offer them for sale to those members who are entitled to them at 10 cents each.

VISITING CARDS, with embossed emblem, royal purple, in left hand corner. In packs of 25, one cent each card. Do your own printing and engraving.

ELECTROTYPES of badge for printer's use,  $1\frac{1}{2}$  and  $\frac{3}{4}$  inch, 25 cents; 1 inch, 30 cents;  $1\frac{1}{2}$  inch, 35 cents; 2 inch, 40 cents; 4 inch, \$1.00.

HOTEL, CONSUL AND REPAIR SHOP SIGN. We have a large sign, 23x20, for use in Divisions where an official sign has not been adopted. Painted on steel. Plain, \$1.50; with name of proprietor painted on sign, \$2.00.

HELPING HAND. Large steel sign, shape of hand, with pointing finger. Used as a guide board. Plain, with word "miles," 25 cents. Painted with destination, 50 cents.

THE L. A. W. GOOD ROADS LIBRARY is made up of bright little handbooks (illustrated) and when completed the series will include a treatise on each practical subject connected with the art of making and maintaining roads, streets and pavements.

"COUNTRY ROADS," 61 pages; 67 illustrations. Separate chapters on "Road Philosophy," "Road Drainage," "Improving the Surface," "Cross Drains and Culverts" and "Bridges." A condensed, meaty, practical and useful book. Every person who believes in good roads should have a copy. By Isaac B. Potter.

"MACADAM ROADS," 72 pages; 72 illustrations. Five chapters, carefully covering the following subjects: "History and Description of Macadam Roads," "Grades," "Drainage," "Making the Macadam Surface" and "Maintenance of Macadam Roads." It contains the meat and pith of the best information gathered from the experience of European and American road-makers. It tells what a Macadam road is; describes old and new methods; shows that Macadam roads are easy to make and easy to maintain; gives simple rules for construction and estimates of cost; tells why rolling is necessary and how rolling should be done. It treats of grades and drainage; describes the different kinds of stone; tells what stone is suitable and what is not; refers to trap, limestone, field stone, river stone and other varieties, and tells how to use them. It gives, in fact, the very information you want, and has been specially commended by the U. S. Government officers in charge of the Road Inquiry Bureau at Washington. By I. B. Potter.

"CYCLE PATHS," 80 pages; 77 illustrations. This little book begins with a short introductory chapter, defining the views of the author on the general subject of cycle-path construction, and



the duty of the L. A. W. in its relation to this work. Then follows a very full and interesting chapter, describing by text and illustration the cycle paths actually in use in different parts of the country, and showing how the work was done and the cost of it paid. The final chapter treats of the practical methods of making cycle paths, gives directions to aid the reader in the selection and use of materials and tells fully and clearly how to organize and conduct a movement for cycle-path construction, and for kindred objects. By I. B. Potter.

"WIDE TIRES," 40 pages; 14 illustrations. A concise and interesting record of tests conducted by the Agricultural Experiment Station of the University of the State of Missouri, to determine the influence of the width of tires on the draft of wagons. These trials were conducted on Macadam, gravel and dirt roads, meadows and pastures, stubble lands and plowed lands, and under all conditions that commonly present themselves in the hauling of loads by farmers and merchants. Different widths of wheel tires were used and the amount of force required to haul these wagons under different conditions was carefully noted and tabulated. This little book contains the fullest and most satisfactory information on the wide tire question yet published, and is a valuable addition to the Good Roads Library of the L. A. W.

A copy of any book included in the Good Roads Library will be sent free to any member of the League of American Wheelmen on receipt of postage (a two-cent stamp for each copy). A copy will be sent to any other person on receipt of five cents.

"CYCLING IN EUROPE," by F. A. Elwell, is an illustrated hand-book of information for the use of touring cyclists, containing also hints for preparation, suggestions concerning baggage, expenses, routes, hotels, etc., and a list of famous cycling tours in England, Ireland, France, Switzerland, Germany and Holland, giving each day's stopping place, and notes of attractive features along the route.

This little book will tell you when to go, how to go, the rates of fare on different lines, hints for the voyage, what touring costs per day in different countries, what routes are most attractive, and the best time of year for visiting attractive points; how to prepare for the trip and what luggage will be found necessary and useful, how to carry money, and all the odds and ends of detail that are likely to vex a cycling tourist who lacks this information. This book will be sold to wheelmen who are not League members for 40 cents, and to L. A. W. members (none others) for 20 cents.

For supplies and literature, send to Abbot Bassett, Secretary L. A. W., 530 Atlantic Ave., Boston, Mass.

### The Periodical Department

The Periodical Department of the L. A. W. has now been in operation for two years and it has proved one of the most successful of the many ventures that the League has undertaken for the benefit of the member. It has been liberally patronized and members have expressed themselves in the highest terms of praise over the practical results in the way of saving that have been obtained. We publish, this month, the rules of the department and some of the prices we offer. Our list of publications is very large and embraces every periodical in the country. Those who do not find the magazine they are looking for should ask for a quotation.

In each case the subscriber is to send the subscription price to Secretary Bassett (530 Atlantic Ave., Boston, Mass.) Secretary Bassett will at once forward the subscription to the publisher with an official paper certifying that you are a League member and entitled to this discount.

Remit by Post Office or Express Money Order, or Registered Letter. Bills, stamps, silver in ordinary letters are always at sender's risk, as there is no way of tracing them if lost in the mails.

POSTAGE STAMPS. If you find it necessary to send postage stamps for amounts less than a dollar, please send ones and twos only as we cannot use those of a larger denomination.

From December 1 to March 1 there is such a rush of subscriptions that publishers are necessarily more or less delayed in entering subscriptions and mailing their first numbers.

We cannot, of course, guarantee the continued publication of any periodical, and in case a pa-

per ceases publication the loss must fall on the subscriber, the same as it would have done if he had sent his subscription direct to the publisher.

Receipt of the first number of a paper, with address correct, is evidence that the publishers have received the money and recorded the subscription. After that, for any missing number or delays, subscribers should inquire of publishers direct.

Newspapers and Magazines are mailed by each publisher direct from his office to the subscriber, so that if any copies fail to arrive, the fault is in the mails somewhere. Any first-class publisher, however, will send duplicate copies, if the subscriber notifies him of the loss promptly. Write direct to the publisher.

Premiums, Extra Numbers, etc., we supply on publishers' term. If publishers give them free to subscribers, we do the same; if they charge extra for postage, etc., the same amount must be added to our price.

Our prices are the same for both new and renewal subscriptions on nearly all first-class periodicals. On a few, however, publishers charge much higher for renewals and we are obliged to do the same. All such periodicals we quote both ways, and members should be very careful to state whether subscriptions they send us are new or renewal, and remit accordingly. Failure to do this causes more trouble and expense to correct than all other errors combined. Please remember that change of name or address does not make a "new" subscriber. Publishers always detect it at once, and insist very rigidly upon compliance with their terms.

The prices we quote are for League members only. We cannot allow a member to use his privilege for the benefit of a friend or an institution. Should members desire to subscribe for others than themselves, we will accept the subscription at a price ten cents higher than our quoted prices.

Our list is very much larger than that which appears in this book. We will quote a price on any American or European magazine not listed within. We print only the magazines most in demand. We can supply all others.

Our prices include the prepayment of postage to all places in the United States, Canada and Mexico.

Foreign postage must be added to our prices when sent to foreign countries, except Canada and Mexico. It averages about two cents per copy on newspapers and four to eight cent per copy on magazines, being at the rate of eight cents a pound to all countries in the Universal Postal Union, which now includes nearly all civilized nations.

	Regular Price.	Our Price.
Ainslee's Magazine, N. Y.	\$1 00	\$ .80
Amateur Sportsman, N. Y. (with-out premium)	1 00	.80
Amateur Sportsman, N. Y. (with premium)		1 15
Amer. Amateur Photographer, N. Y.	2 00	1 55
American Angler, N. Y.	1 00	.85
American Art Journal, N. Y.	3 00	2 05
American Gardening, N. Y.	1 50	1 05
American Gardening, N. Y. (with renewals)		list
American Microscopical Journal, Washington	2 00	1 55
American Poultry Journal, Chicago	.50	.35
Anthony's Photographic Bulletin, N. Y.	2 00	1 55
Argosy, N. Y.	1 00	.85
Art Amateur, N. Y.	4 00	3 05
Atlantic Monthly, Boston	4 00	3 25
Automobile Magazine, New York	3 00	2 05
Bicycling World, Boston	2 00	1 50
Black Cat, Boston	.75	.45
Book Buyer, N. Y.	1 50	1 25
Book Keeper, Detroit	1 00	.65
Bookman, N. Y.	2 00	1 65
Boston Cooking School Magazine	.50	.40
Boston Home Journal	2 50	1 80
Brann's Iconoclast, Waco, Texas	1 00	.80
Broadway Magazine, N. Y.	1 00	.85
Brochure Series of Architecture, Boston	.50	.45
Budget of Music, Boston	2 00	1 50
Cassell's Family Magazine, N. Y.	1 50	1 25
Cassell's Little Folks, N. Y.	1 50	1 25
Cassier's Magazine, N. Y.	3 00	2 55
Century Magazine, N. Y.	4 00	3 60
Chicago Vegetarian	.50	.30
Clipper, N. Y.	4 00	3 25

Collier's Weekly, N. Y.	4 00	3 25	Recreation, N. Y. City	1 00	.55
Cosmopolitan Magazine, Irvington-on-Hudson	1 00	.85	" renewals		.80
Critic, N. Y.	2 00	1 85	Review of Reviews, N. Y.	2 50	2 50
Current Literature, N. Y.	3 00	2 45	St. Nicholas, N. Y.	3 00	2 65
Cycle Age, Chicago	2 00	1 55	Saturday Evening Post, Phila.	2 50	2 05
Cycling Gazette, Cleveland	1 00	.75	Scientific American, N. Y.	5 00	3 00
Cycling West, Denver	1 00	.55	" Supplement, N. Y.	2 50	
Delineator, N. Y.	1 00	.95	" Building Edition	7 00	
Demorest's Family Magazine, N. Y.	1 00	.95	" and Supplement	9 00	7 65
Dog Fancier, Battle Creek	.50	.40	" Supplement and Building Edition	3 00	2 60
Donahoe's Magazine, Boston	2 00	1 25	Side Paths, Rochester	.50	.30
Dramatic Magazine, Chicago	2 50	2 25	Spirit of the Times, N. Y.	4 00	3 25
Dramatic Mirror, N. Y.	4 00	3 25	Sporting Life, Phila.	2 00	1 55
Dramatic News, N. Y.	4 00	3 45	Strand, New York	1 20	1 15
Dry Goods Economist, N. Y.	5 00	3 20	Success, New York	1 00	.75
Dry Good Economist, renewals	5 00	3 20	Success with Flowers, West-Grove, Penn.	.25	.25
Electrical Engineering, Chicago	1 00	.80	Table Talk, Philadelphia	1 00	.85
Electrical Review, N. Y.	3 00	2 30	Tales from Town Topics, N. Y.	2 00	1 55
Electrical World and Eng. N. Y.	3 00	2 45	Town Topics, N. Y.	4 00	3 45
Engineering Magazine, N. Y.	3 00	2 65	" renewals		3 65
Etude, Philadelphia	1 50	1 15	Truth, New York	2 50	2 05
" renewals		list	Turf, Field and Farm, N. Y.	3 00	2 05
Every Month, N. Y.	1 00	.65	Vogue, New York	3 00	2 65
Every Where, Brooklyn	.50	.35	" renewals		3 60
Forum, N. Y.	3 00	2 75	Wheel, New York	2 00	1 55
Golfier, Boston	1 00	.80	Wheelman's Gazette, Indianapolis	.50	.40
Golfing, N. Y.	2 00	2 00	Wide World Magazine, N. Y.	1 20	1 15
Good Housekeeping, Sp'rd, Mass.	1 00	.85	Woman's Home Companion, Springfield, Ohio	1 00	.50
" renewals	1 00	1 30	Woman's Journal, Boston	2 50	2 30
Great Round World, N. Y. Juvenile	1 50	1 30	Youths' Companion, Boston	1 75	1 75
Haberdsasher, N. Y.	3 00	2 05			
Half Hour, N. Y.	.50	.45			
Harper's Bazar, N. Y.	4 00	3 25			
Harper's Literature	4 00	3 55			
Harper's Magazine	3 00	2 70			
Harper's Weekly	4 00	3 25			
Home Study Publications, Scranton, Pa.	1 00				
Building Trades Magazine	1 00				
Mechanics Arts Magazine	1 00				
Steam Electric Magazine	1 00				
Horseless Age	2 00	1 80			
House Beautiful, Chicago	1 00	.85			
Inland Architect, Chicago	10 00	8 00			
Independent	2 00	2 00			
Inland Printer, Chicago	2 00	1 55			
Judge, New York	5 00	4 05			
Judge Library, N. Y.	1 00	.80			
Ladies' Home Journal, Phila.	1 00	1 00			
Ledger Monthly, N. Y.	.50	.45			
Leisuer Hours, Phila.	1 00	.85			
Leslie's Monthly, N. Y.	1 00	.85			
Leslie's Weekly, N. Y.	4 00	3 25			
Life, New York	5 00	4 55			
Lippincott's Magazine, Phila.	2 50	1 75			
Literary Digest, N. Y.	2 50	2 45			
" renewals	2 50	2 45			
Literary World, Boston	s-m	2 00			
Living Age, Boston	w	6 00			
Longman's Magazine, N. Y.	m	2 25			
MacMillan's Magazine, N. Y.	m	3 00			
Magazine of Art, N. Y.	m	3 50			
Masters in Art, Boston	m	1 50			
McClure's Magazine, N. Y.	m	1 00			
Metropolitan Magazine, N. Y.	m	1 50			
Motor Age, Chicago	m	2 00			
Motor Vehicle Review	w	1 00			
Nation, New York	w	3 00			
National Magazine, Boston	m	1 00			
New England Magazine, Boston	m	3 00			
New Illustrated Magazine	m	1 25			
New World, Boston	q	3 00			
Nickell Magazine, Boston	m	.50			
" renewals		list			
North American Review, N. Y.	m	5 00			
Out Door Life, Denver	m	1 00			
Outing, New York	m	3 00			
Outlook, New York	w	3 00			
Overland Monthly, San Francisco	1 00	.80			
Pathfinder, Wash. Current Topics	w	1 00			
Photo-American, N. Y.	m	1 00			
Photo-Beacon, Chicago	m	1 00			
Photo-Era, Boston	1 50	1 05			
Photographic Times, N. Y.	4 00	3 20			
Pickings from Puck, N. Y.	q	1 00			
Pneumatic, Milwaukee	m	.50			
Pocket Magazine, N. Y.	m	.50			
Popular Science Monthly, N. Y.	m	3 00			
Printer's Ink, N. Y.	w	5 00			
Public Opinion, N. Y.	w	2 50			
Puck, New York	w	5 00			
Puck's Library, N. Y.	m	1 20			
Puritan, N. Y.	m	1 00			
Quaker, New York	m	1 00			
Ram's Horn, Chicago	w	1 50			
" renewals		1 50			

### Iowa Division

I should like to call the attention of the members of the Iowa division to Article IV, Section 1, and state that it will now be in order for them to send in their nominations for officers, for the ensuing year, to the Secretary-Treasurer, F. A. Amborn, Ft. Madison, who will attend to having their names placed on the official ballot.

The nominations must be in the hands of the Secretary-Treasurer on or before October 1st. The following named members have been placed in nomination, for the offices opposite their respective names:

For chief consul—F. A. Amborn, Ft. Madison.  
For vice-consul—M. C. Parsons, Iowa City.  
For secretary-treasurer—Edward F. Carter, Keokuk.

Representative—C. H. Prior, Guthrie Center.  
All those who desire any other combination will please make up the list, obtain twenty or more signatures, and send to the Secretary-Treasurer on or before October 1st.

C. B. WHELFLEY,  
Chief Consul.

Cedar Rapids, August 22, 1900.

### Just a Word or Two

Don't think that every individual you see wearing a jersey is a racing man. He may be a plumber or a banker who finds it cheaper and more comfortable to wear a jersey than a white shirt and stand-up collar.

Don't try to see how fast you can go down a steep hill. You don't get any credit for the speed developed, and you may not know what is awaiting you at the bottom of the decline.

"I notice that in a certain eastern school district the teachers' bicycle skirts are barred." "Well, I think I like 'em barred fully as well as I do spotted."—Cleveland Plain Dealer.

The longest lane will have a turn,  
So speed right on, O, scorcher gay;  
Around that curve your doom you'll earn,  
Another scorcher heads this way.  
—Washington Star.



## Shop Talk

An exerciser combining the most approved form of high-class medicinal electric apparatus with muscular exercise is offered to our readers by the Badger Brass Co., Kenosha, Wis., in the Fortis, a product but lately put on the market and one that has elicited nothing but praise. It was first exhibited at the Milwaukee meet of the L. A. W. and was there commented on most agreeably. This exerciser is certain to be popular with athletes of all branches, especially since its price is within general reach.

A special offer on tires for the remainder of the present season is being made by the Good-year Tire & Rubber Co., of Akron, O., to League members. Announcement of the fact is contained in an advertisement elsewhere in this issue. League members will do well to make connections with this enterprising house.

In order to introduce its excellent toe clips among riders, the Nelson Manufacturing Co., Grand Rapids, Mich., announces in this issue that it will forward to our readers one pair upon receipt of 25 cents. These clips neither scar nor mar the shoes, a feature that is always desirable in toe clips.

Side lines for bicycle dealers are now greatly in demand, and nothing fills the bill better than the Angle Lamp, advertised elsewhere in this number by the Angle Lamp Co., 76 Park Place, New York City. A profitable trade in these lamps is at the command of every wide-awake bicycle retailer.

There are many kinds of chewing gum offered to buyers of this great American product, but there is just one that has stood the test of



years and is today in greater favor than ever before. It is Adams' Peppermint Tutti Frutti, known everywhere, for sale everywhere and used by everybody, especially wheelmen.

The Esmond Saddle Co., 78 Wall street, New York, which manufactures the well-known Esmond Saddle, has at the request of the Hygienic Wheel Co., decided to change the term "cushion frame," as applied to its saddle, to "pensile frame." The Esmond Company was prompted to use the name "cushion frame" because its saddle has such a comfortable seat, and it has made the change as it has no desire to appropriate anybody's thunder.

### Correspondence from Members

I notice the change in the official organ with pleasure, and I trust that as its influence spreads the League will regain more than its loss of the last few years. I am in line for a strong central organization; make the state bodies less important. Put men in the field on commission or salary to solicit new members. Spend the money that goes to state officers in a way that will benefit the members direct. Send to each member with his membership card an L. A. W. button or badge, with the year date on so the members will be walking advertisements of the society. We must get in the swim if we would win.

T. J. TORRENCE,  
East Toledo, O.

I have tried all manner of saddles and whenever I became saddle-sore I blamed it on the



saddle. Now I am riding a rawhide saddle; in fact, I can ride "any old thing" and never feel it. The softer the seat the quicker I felt the discomfiture. I desire to give my brother members the way out of the difficulty. It is not friction, but dampness that causes the soreness. As soon as the saddle becomes damp, the rider begins to stick and then the trouble begins. The remedy is a simple one; viz: line the seat of your bicycle pantaloons with oiled silk—just the size of the reinforcement—and then cover it with a piece of white muslin. I speak from experience, although I am not a professional nor an expert. Yet I take my twenty-five mile run every morning before breakfast; in fact, I eat no breakfast during the wheeling season. The first test I made of the oiled silk was a ninety-one mile ride in Chicago, which I did in seven hours. Be it remembered I am fifty-three years of age and have trained down from 184 to 174 since April. I have been in physical training work 22 years and expect to be that many more. I am never tired mentally or physically, nor have I been for many, many years, yet I am never idle. I may find time some day to give the L. A. W. members my prescription.—Edward B. Warman.

Change of sentiment can be no better illustrated than using that incident where William Lloyd Garrison had a rope around him in Boston, surrounded by a mob of voters. In less than two years these voters memorialized congress to abolish slavery in the District of Columbia.


While it is not going to change so quick as this for better highways, it is bound to come, and congress will be memorialized from every state in the union to do something for that way where but one flag waves and that one the banner of the taxpayer who has the privilege each year to contribute to that fund of about \$30,000,000 for the waterways where all flags sail. However, no less for the waterways, but something, somehow for highways.

I am anxious to confer with town, city or state officials tending toward the building of short sample roads under supervision of a United States engineer, who will build such roads under the most modern scientific principles, and of the material nearest at hand will build the best road possible.


I would much like that the governors of the states in the middle west would arrange with me to build at least two samples in each state at different dates so that it might be possible to get the Hon. Martin Dodge, director of public road inquiries, to attend.

In this way we can assist the velocity of the sentiment to the lasting good of the people now here and those who shall come. Yours very truly, H. S. Earle, special agent public road inquiries.

The improvement of a road should depend upon something more than the wind and the sun.



Read what  
**Spalding**  
the Athletic Authority  
says about  
**Wool Soap**



Washed with Wool Soap      **A. G. Spalding & Bros.**      Washed with Common Soap  
New York - Chicago

MESSRS. SWIFT & COMPANY, Chicago, Ill.      New York, February 24th, 1900.

*Gentlemen:* There has been more or less trouble from people who do not understand how to clean sweaters. They wash them in all kinds of ways, and they shrink up and make no end of trouble. Your Wool Soap is the very best thing to use in washing sweaters.

Yours very truly, (Signed) A. G. SPALDING & BROS.

**EVERY DEALER**  
in High Grade Bicycles  
will need

## Cushion Frames

IN 1901.

Ask your manufacturer for them.

**HYGIENIC WHEEL CO., 220 Broadway, N. Y.**  
Owner of Cushion Frame Patents.

**FOR COMFORT**



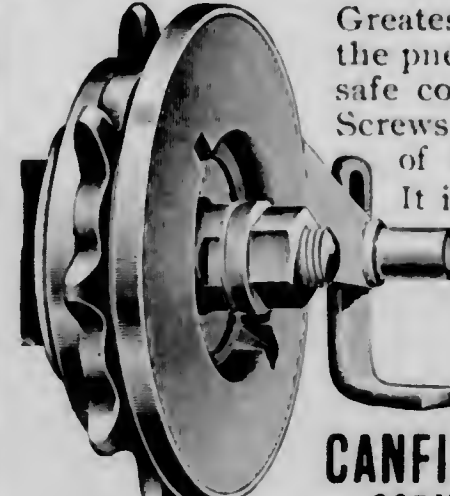
when riding a wheel or enjoying athletic exercise of any kind we would recommend for your consideration to wear a

**BIKE JOCKEY STRAP SUSPENSORY.**

Such well-known athletes as Jeffries, Fitzsimmons, McCoy, Arthur Gardner, Major Taylor and other cranks are all wearing them. Send for circular. Ask your dealer, or we will mail the Suspensory on receipt of \$1.00

**SHARP & SMITH, 92 Wabash Ave., Chicago.**

**\$4---CANFIELD COASTER BRAKE**



Greatest improvement since the pneumatic tire. Insures safe coasting. Saves labor. Screws on the hub in place of the regular sprocket. It is the simplest, neatest, strongest and most efficient. Best inside; best outside. Fits any hub. Anyone can apply it. Booklet free. Address

**CANFIELD BRAKE CO., CORNING, N. Y., U. S. A.**

**"D. & J." HANGERS**



Mechanically Correct AND Accurately Ground. Absolutely the Best and Lightest. Racing men prefer them.

**PARK CITY MFG CO., Inc.**  
N. W. Cor. Jackson & Clinton Streets, CHICAGO.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering a box.



# October November December

Three of the best buying months of the year, and the readers of the L. A. W. Magazine have the desire and money to get anything that will give them more comfort and enjoyment. Don't forget that the members of the League of American Wheelmen are the active business and professional men of the country. It pays to obtain their trade. Send for rate card and circulation figures.

**The L. A. W. Magazine**  
Cleveland, Ohio

## SORE MUSCLES

Every cyclist, whether a beginner or veteran, gets enthusiastic and overdoes the pastime occasionally: the result is sore, stale muscles, and a general feeling of exhaustion. In such cases a good, strong restorative is wanted (not too bulky to be taken along on a trip.) The best thing on the market today is

## MOXONS' LINIMENT

Made at the celebrated Mt. Clemens Springs. This liniment is so powerful that it may be diluted in equal or more parts of water, making it the most economical liniment on the market. No bicycle rider or athlete training or riding for business or pleasure can afford to be without it. We guarantee it to do the work or money refunded.

PRICE, 25 CTS. A BOTTLE

**SPECIAL** for L. A. W.'s We have so much faith in our liniment pleasing you that we will send EVERY L. A. W. MEMBER A FREE SAMPLE BOTTLE, provided they send us the name and address of their druggist.

THE MOXON LINIMENT CO., - MT. CLEMENS, MICH.



EVERY  
GENUINE



**KREMENTZ**  
ONE-PIECE COLLAR BUTTON

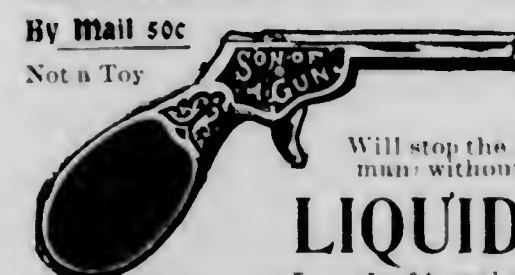
Has the name "Krementz" stamped on the back, showing quality, whether solid or plate, as our plate outwears some solid buttons. Beware of imitations. You get a new one without charge in case a genuine Krementz button is damaged from any cause. Special styles for Ladies' Shirt Waists and Children's Dresses. Sold by all Jewelers. The Story of a Collar Button free on request.



**KREMENTZ & CO.**  
35 Chestnut St., Newark, N. J.



By Mail 50c  
Not a Toy



Nickel-Plated.  
Durable.

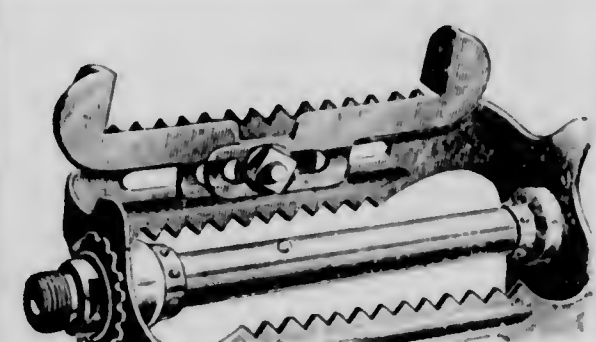
Will stop the most vicious dog (or man) without permanent injury.

**LIQUID PISTOL**

Length of barrel, 3 in.; total length 5 1/2 in.  
Parker, Stearns & Sutton, 228 South St., New York

## L. A. W. PINS

Fine gold badge pins, such as the original cyclists wear. Something better than those usually advertised. Closing out at \$1.00 and upwards. Write for price list to C. H. LAMSON, Portland, Me.



Send 25c

for a pair of the only good toe clips ever made.

Don't scur or mur the floor whoo. Don't strike ground when you coast. Hold on like grim death—fit steel—won't break. Many riders use two pairs—then the pedal is always "right side up." We have a good opening for a few agents.

WRITE FOR TRADE PRICES.

NELSON MFG. CO., Dept. F. Grand Rapids, Mich.



THE LATEST!

**A Ball-Bearing Political BADGE.**

Agents wanted in every city in the U. S. Send 10c in silver for sample and Agency proposition.

George E. Shaw,

Dept. L. 35 Warren St., N. Y.

## DON'T LOSE THE POINT

of your pencil. Carry it in the IMPROVED WASHBURN PATENT PENCIL HOLDER. Fastens to pocket or lapel of vest. Grips firmly but don't tear the fabric. Eyeglass Holder, with swivel hook, equally handy. By mail, 10c each. Catalogue of these and other novelties made with the Washburn Fasteners, free for asking.

American Ring Co., Box 43, WATERBURY, CONN.

The Best Advertising Medium  
At the Least Expense, is the..

# L. A. W. Magazine

TRY IT!

Send for Rate Card.

L. A. W. MAGAZINE, Cleveland, O.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads



## THE "FORTIS" Electric Exerciser

INDUCTION COIL

SWITCHES

Combines the most approved form of high-class medicinal electric apparatus, with muscular exercise.

The machine is similar to the ordinary elastic exerciser which has been so widely used, except that it is mounted on a highly finished oak panel, and the cords which run over the pulleys are conductors through which the current is transmitted from the battery and induction coil to the electrode handles. The current can be passed from either hand through the body to the other hand, or by means of the foot plate through the body to the feet, or vice-versa. The current can be regulated by simply touching a slide, from so mild as to be just perceptible, to a strength sufficient for the strongest man.

All physicians now agree that electricity is a most useful agent in treating almost every form of disease, and the Fortis Exerciser will produce the same benefits as medical batteries at a fraction of their cost. This exerciser will be found of incalculable benefit to nervous and sedentary persons, as a stimulant that produces vigorous and refreshing muscular contraction without subsequent exhaustion. For headache, nervous weakness and exhaustion, insomnia, rheumatism, neuralgia, and the many other complaints for which electricity is recommended by the physicians, its effect is almost magical.

The machine is perfectly constructed, handsomely finished, and will wear indefinitely. The life of the battery is about six months and it can be replaced for 25 cts.

Send for descriptive booklet

Price complete with foot plate, . . . . . \$7.50

If your dealer don't carry it, we will send by express, prepaid.

The Badger Brass Co.,  
10 Charles St., Kenosha, Wis.

## Special Tire Announcement

FOR

L. A. W. MEMBERS

## The Goodyear Tire and Rubber Co.

AKRON, OHIO.

Has a SPECIAL OFFER to make to riders for the balance of 1900.

WRITE FOR IT It will pay you to do so.

## Look These Up

### Spamer Handle Bar Covers

Worth \$1 Each.

OUR PRICE - 25 Cts. Each.

### Taggart's Spoke and Nipple Grips

Worth \$2.00 a Dozen.

OUR PRICE - 50 Cts. Doz.

### Universal BELL and BRAKE

Worth \$2.50 Each.

OUR PRICE - 50 Cts. Each.

SEND FOR SAMPLE OF EACH.

## CYCLE NOVELTY Co.,

180 St. Clair St.,

CLEVELAND, OHIO.

ADAMS'  
Pepsin  
Tutti  
Frutti

Is a Boon

to all Cyclists.



It Keeps  
the mouth  
and throat  
moist.

◆◆◆

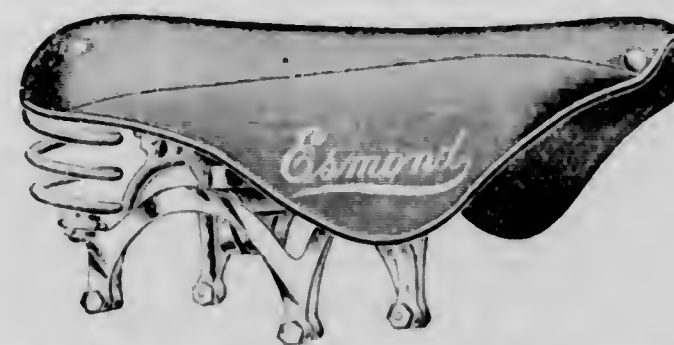
For Sale  
Everywhere,

## H&R ARMS CO'S BICYCLE REVOLVER

It doesn't take much room, it doesn't cost much money, but it may prove invaluable, and worth many times its price. Small frame, compact, effective and reliable. Finely finished. A special arm for a special purpose at a special price. \$4.50, and if your dealer can't supply you, you can buy of us; we will pay the express. Try your dealer first, please. Catalogue FREE. Harrington & Richardson Arms Co., Dept. W, Worcester, Mass.

**3 in One** DOES IT ALL! Cleans and Polishes, Lubricates, (never gums), Prevents Rust on all metals. Standard of the world. Sold Everywhere. Sample bottle for 2-cent stamp to pay postage. G. W. COLE CO., 143 BROADWAY, NEW YORK.

## ESMOND SADDLE AND TENSILE FRAME



The "Esmond" makes a RIGID frame like a cushion frame, retaining all the ADVANTAGES of a rigid frame.

Your wheel will last twice as long, as the Esmond relieves it of the strain of your weight. No saddle soreness, owing to the impossibility of friction on the leather.

Greatly Increased Power, especially in hill climbing.

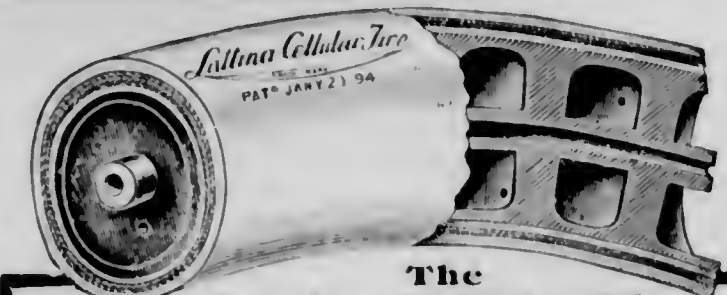
If you use a COASTER BRAKE you may be seriously INJURED unless you have an "Esmond" to sit on.

IT COSTS L. A. W. members NOTHING to TRY the ESMOND FRAME. Many members are now using it. Why not take advantage of our offer.

ESMOND CYCLE SADDLE CO.

Write for catalogue.

80 Wall St., NEW YORK.



**The New Tire**  
Lattina Cellular Tire  
ends all tire trouble. Cannot be punctured. Requires no inflation. Always the same. Possesses the highest degree of resiliency. No leaky valves. Smaller than pneumatic, lighter than a solid tire, more durable and cheaper than either. For Vehicles, Automobiles and Bicycles. THE RUBBER TIRE CO., Phila., Pa. Samples shown and contracts made only by LATTI & MULCONROY, 1215 Market St., Philada.

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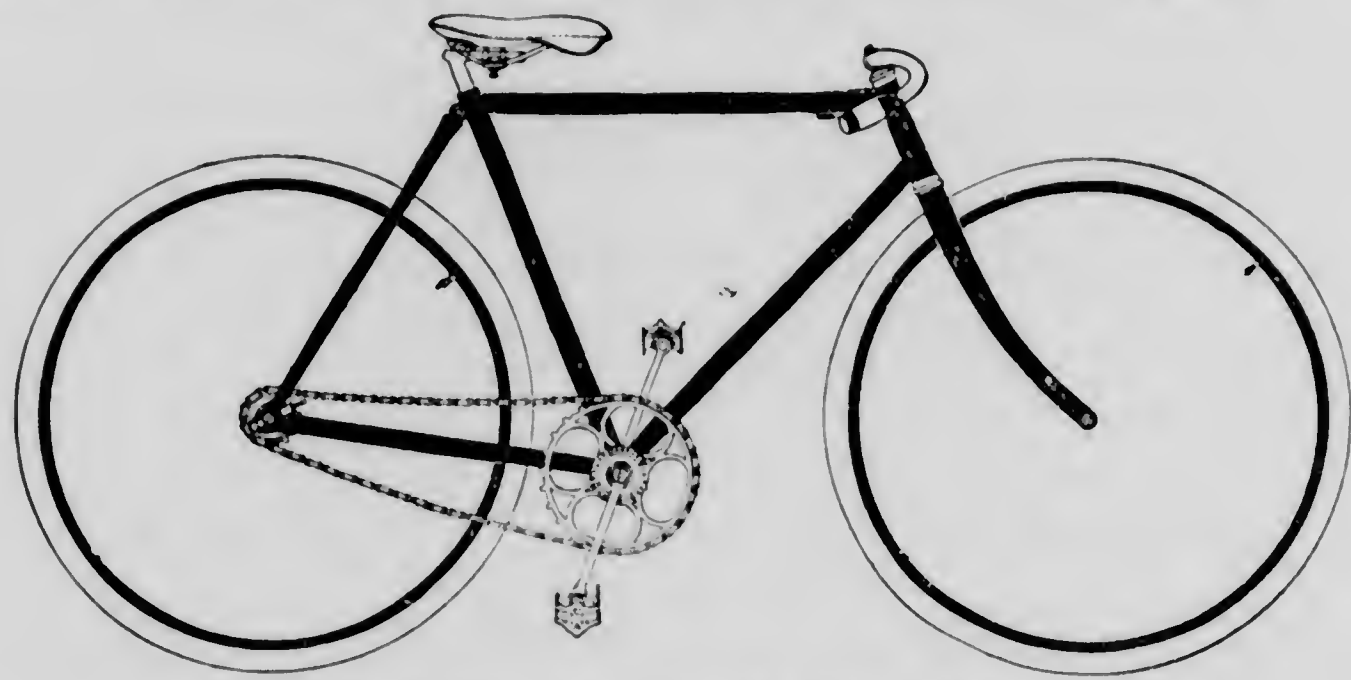
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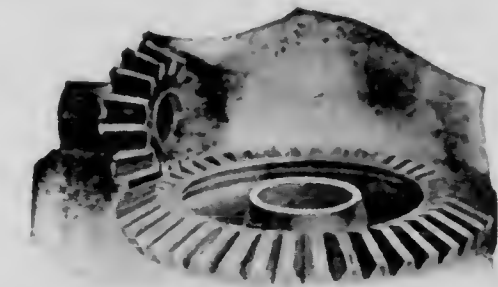
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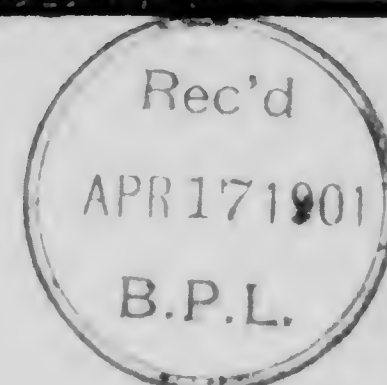
# MAGAZINE

OLD SERIES, VOL. XXXI.  
NEW SERIES, VOL. I, NO. 5.

OCT., 1900

PRICE, 10 CENTS.  
\$1.00 A YEAR.

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Magazine

Old Series, Vol. XXXI.  
New Series, Vol. I, No. 5.

OCTOBER, 1900.

Price, 10 Cents.  
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## Observations of the Month

### *Revision Committee's Great Work*

Doubtless the most stupendous task ever imposed upon any special committee in the history of the League of American Wheelmen was that which has fallen to the lot of the Committee on Revision of the constitution and by-laws during the past seven months, and especially during the past two months. Elected in February to take in hand a task so enormous as the building of an entirely new set of laws for League management, the committee was not finally organized until during July, when, by appointment, President Sams filled the then existing vacancies, at the same time urging prompt action and a meeting of the committee at the earliest possible hour. However, such work as the committee had in hand was not easy of transaction. It was a large undertaking, the which must be done slowly, and, this considered, we have reason to feel that the committee in being able to present in this issue its report to League members has been as rapid in its movement as was consistent with careful judgment.

Some idea of the vastness of the committee's work may be gained from the fact that every line of the constitution and by-laws has been altered, either in phraseology or effect. Hardly a vestige of the present constitution is to be recognized in the draft printed in this issue, and by a majority of the committee recommended for adoption by the National Assembly, which meets next February at a place not yet named.

### *Suggestions Are Desired*

It is hardly probable that the proposed constitution and by-laws will be adopted without change. The committee had this point in mind during all its deliberations, and one reason why the committee's report is published in October—four months before the time of the Assembly meeting—is that it was thought desirable that every League member should have ample opportunity to acquaint himself with the nature of the changes that are proposed, to approve of them or otherwise, and to offer such suggestions to the committee

or to members of the National Assembly as might grow out of a knowledge of the committee's work, coupled with the desire to place the organization under the best possible code of governing rules.

The draft presented in this issue is not the unanimous choice of the Committee on Revision. On the contrary, there are in this report many points on which all members of the committee agreed and some on which there was disagreement. Mr. John B. Cole, of the New York Division, takes exception to several of the proposed changes. Mr. Cole is a man of force and originality, and he announces it to be his intention to present to the National Assembly a minority report embodying the points on which he disagrees with his fellows on the committee. Mr. Cole's report will appear in the L. A. W. Magazine next month, so that League members everywhere may be made acquainted with his proposals and may choose for themselves whether the points raised in the minority report are the better and the more desirable or not.

Thus the matter of revision will receive plenty of attention, with the result that when the National Assembly next meets its every member should be in position to talk to the point on the proposed changes. This preliminary publicity given the reports will do no harm. If League members take sufficient interest in the matter to read the reports and to offer the requested suggestions, the constitution and by-laws adopted next February should of unusual excellence.

### *No Abolition of Divisions*

Metropolitan dailies contained, about a month since, a number of interviews and articles the burden of which was to the effect that the Committee on Revision had decided to abolish state divisions and that such a decision was not only unwise but also destructive as well. Inasmuch as the report of the committee had not at that time been made public and since the report now printed contains not even the suggestion that divisions be abolished, it appears evident that our good friends of the metropolitan press found it convenient to chase a will-o'-the-wisp. And





J. C. TATTERSALL.

Treasurer L. A. W.

even had the committee recommended the abolition of divisions, there would have been little reason for an outcry, since the committee's report cannot go into effect until adopted by the National Assembly, and by reason of the fact that the National Assembly meeting, and not the columns of the daily press appears to be the proper place for the discussion of the questions that most vitally interest the League.

New York honestly and steadfastly maintains that divisions must not be abolished and in this opinion New York has plenty of company, for we have yet to hear a single suggestion looking to the abolition of divisions. Our ideas in this country are based on state lines, and we believe in state rights to a great extent. And there are many features of divisional government that are admirable. But notwithstanding this, we must look to the success of the League as a whole rather than to the success of any one or two divisions, and hence if the plan of divisional government can be improved, let us improve it.

#### Where New York Stands

New York furnishes a shining example of a division that is a success, and therefore New York is well qualified to defend divisional government. Pennsylvania is likewise qualified to say that divisional government is the ideal government, and so is Massachusetts. There are other and smaller divisions holding practically the same position and equally well defended by works that prove the strength of their arguments; but at the same time there are still other divisions in great number in which every evidence seems to point to the failure of state government and the necessity of some change, though whether

that change be toward national government or strictly local government—such as consulate government—remains to be debated and demonstrated.

This point and numerous others should prove interesting topics for earnest discussion by League members through the approaching winter months. Let us get down to the heart of the matter. Where beneficial changes can be made, let us make such changes, at the same time keeping in mind the indisputable fact that all changes are not necessarily improvements.

The League of American Wheelmen is a worthy organization, and its membership is of a character of which it may well be proud. The grand old body has weathered many a heavy storm, and we may depend upon it that if in the present important time we cast aside prejudice and selfishness and look only toward the perpetuation of the body on substantial underpinning, we shall achieve all that we hope for and more.

#### Director Dodge Interested

Sidepath activity has been no less notable during the month than it was during preceding months, and if the interest in wheelways that has been shown of late may be taken as an indication of the feeling prevailing among wheelmen generally, it is safe to express the opinion that within five years this country will possess a system of sidepaths that will extend almost everywhere.

One interesting feature of sidepath progress is the fact that it has enlisted the support of no less a prominent public servant than the Hon. Martin Dodge, director of the office of Public Road Inquiries. During September Director Dodge informed President Sams, of the League of American Wheelmen, that he was very desirous of witnessing the success of the movement to establish an interstate wheelway from New York to Chicago and that he would gladly lend to that movement whatever assistance was possible. The director also stated the opinion that the success of this undertaking would undoubtedly increase public interest in interstate highways, a project that has always had his active support, and there is little reason to believe that the government's good roads advocate isn't on the right track.

At least, it is pleasing to know that Director Dodge has put his shoulder to the sidepath wheel, for it means much to wheeling interests.

#### Ohio Displays Activity

Without Ohio the New York-Chicago path project could not be successful, and Ohio's apathy during the year has been surprising in view of the state's usual activity in public movements. Now, however, there remains no shadow of doubt that Ohio will do her part, for within recent days no less than three counties—Cuyahoga, Lucas and Portage—have come into line with the appointment of sidepath commissioners, under the DeRan law, and the general in-

dications are that the example set by these counties will prove contagious. In several Ohio counties sidepaths have already been constructed, or are now in process of construction, and it is only recently that the advantage of the DeRan law became understood and appreciated. In consequence, we may easily forgive the inactivity that characterized sidepath affairs in the Buckeye state earlier in the year.

At this time, the DeRan law is being given considerable prominence in the daily press, and it is reasonable to expect that this public presentation of the sidepath plan under state protection will bear good results, particularly when it may be said that ignorance of the ease with which sidepaths might be secured rather than any opposition to sidepaths has been the cause of Ohio's apparent disinterestedness.

safety and order can be increased by some new arrangement of travel, at such a time is there reason for the legal recognition of the need. At least, that is the layman's opinion.

It is needless to say that we are gratified to know that our opinion is almost identically the opinion of a New York court that was called upon to decide the constitutionality of the sidepath law now in operation in that commonwealth.

Late in August a decision of the supreme court of New York was handed down in Suffolk county, special term, declaring it to be lawful to appropriate a part of the highway for the exclusive use of bicycle riders. The case is entitled *Helene M. Ryan vs. Henry H. Preston et al.*, as sidepath commissioner, for Suffolk county, defendants. The action was brought to restrain



CRAZY SUSPENSION BRIDGE,

Great Falls of the Potomac.

See article by C. A. Jackson, L. A. W. Magazine for July.

Photo by J. J. Boynton, Newark, N. Y.

#### Side Path Law Sustained

Touching upon the question of the constitutionality of sidepath legislation, we advanced in the July issue of the L. A. W. Magazine the following idea:

When the first sidewalk was legally constructed, the law took into consideration a difference existing between pedestrians and drivers, and established a precedent that will live through all the ages and be applicable on each occasion when, in the natural course of events, it becomes desirable or necessary to apply it. If pedestrians are by law entitled to a portion of the highway set aside for their exclusive use, why are wheelmen, when they exist in numbers sufficient for the law to take recognition of them, not entitled to a portion of the highway for their exclusive use? The matter is one involving safety and order on streets and roads, and every time

defendants from constructing and maintaining a bicycle sidepath on Bay shore. The plaintiff owned the fee in the highway to its center, subject to the public use.

Justice Wilmet M. Smith, in his decision, says: "If a portion of the highway may be appropriated as a sidewalk for the exclusive use of pedestrians, there seems to be no reason why another portion of the highway may not be appropriated for the exclusive use of bicycles. \* \* \* The use of bicycles has become so extensive and almost universal that the public require that a portion of the highway be set apart for their exclusive use. And upon the principle laid down in the case cited (*Palmer vs. Larchmont Electric Co.*, 158 N. Y. 231.) the owner of the abutting land is not entitled to compensation by reason thereof."

Even churches are becoming interested in the sidepath movement, the statement being made that having good paths run-





A. H. PALMER,  
Chief Consul South California Division.

ning to a church from different directions, the congregation will on pleasant Sundays be double the average size. Thirty-five members of the East Henrietta Baptist church, in Monroe county, New York, met recently in the church parlors and organized an association to assist in the construction of sidepaths leading to the church building. The Rev. Mr. Foster was appointed chairman and Mr. F. S. Leary secretary, with Mrs. Winslow and Messrs. White, Hinds, McLeod and Carter as the other members of the executive committee. Subscription papers are being circulated to raise the necessary money, the members holding the opinion that funds expended in this way will prove more beneficial than if sent to foreign missions. In view of the peaceful benefits conferred by attendance at the average American church contrasted with the present disturbance in China, we are inclined to agree with the sidepath advocates of this Monroe county congregation. May success attend their efforts.

#### Side Path Suit in Oregon

An association has been organized in Oregon to abolish or invalidate the statute of that state which imposes a tax on bicycles for sidepath purposes. The law does not apply everywhere, more than two-thirds of the counties, most of them mountainous or but sparsely populated, being excepted from its operation. A suit to test the constitutionality of the law has been commenced in Portland by a wheelman whose bicycle was seized by the sheriff because the owner had neglected to pay the tax. The act is attacked on many different grounds, but chiefly because it violates the principles of uniform taxation and discriminates against the citizens of the taxed counties in their right to use private prop-

erty. More than \$17,000 bicycle tax has this year been collected in the county of which Portland is the seat.

#### This Plank Says Something

In previous issues, we have had occasion to lament the failure of political parties to favor in unmistakable terms the extension of good roads. Now we have occasion to be happy, for the Democratic party of New York state has inserted in its platform of principles a good roads plank that is more than a mere jumble of words, a plank that says something, and one that will doubtless mean something should the party be placed in power. The plank is worded as follows:

"As the improvement of the rural highways adds to the comfort and welfare of the people and materially aids the producers of the state by affording them more easy access to market, increasing the value of farm property, we favor liberal expenditures by the state for the construction and maintenance of such roads; and we favor organized movements having for their object the building and improvement of the highways, roads and bicycle paths."

Well said. Incidentally he it remarked that this plank owes its being to the efforts of officers of the League of American Wheelmen.

#### Relative to Sidewalk Riding

Whether or not wheelmen are entitled at any time or in any place to cycle on sidewalks is a question that seems to be as far from general settlement as it was when first raised. Cities and towns throughout the country have grappled with the problem each in its own way, and the cyclist who goes from place to place never knows precisely when it is safe for him to venture off muddy dirt roads onto sidewalks. In Titusville, Pa., it has been the custom to allow wheelmen on sidewalks of unpaved streets in bad weather, while Port Huron, Mich., permits sidewalk cycling upon payment of a license fee of \$1 and by displaying a light at night. The commissioner of public safety in Rochester wonders whether bicycles may even be trundled along a sidewalk. And so it goes. In the town of Newark, N. Y., a United States mail carrier rode his wheel on the sidewalk and ran into a pedestrian, who had refused to give him half of the right of way. A local ordinance prohibits sidewalk riding, but the mail carrier holds that his position entitles him to choose the way that will enable him to perform his duties the quickest, and the local postmaster threatens to have the pedestrian arrested for interfering with the delivery of the mails. While mail carriers' rights are not always wheelmen's rights, the outcome of the Newark difficulty will be interesting to note, no less so than is the decision of Judge Mitchell, of Tioga county, Pa., who rules as follows:

"A bicyclist has no right upon a sidewalk, and no borough can by ordinance give that right or make his riding upon the

sidewalks legal. A bicycle is a vehicle, and as such has no more right to run on the sidewalk than has a cart or wagon drawn by horses. If a bicyclist rides upon the sidewalk he is there illegally, and if he should accidentally run over a child or person and kill him, he would be guilty of manslaughter, no matter if he were riding with the greatest precaution and care, for the reason that his being upon the sidewalk was of itself illegal and would make an accident of this kind serious in its results to the bicyclist, whereas, if he were legally upon the highway, possibly no blame could be attached to him by reason of an unavoidable accident of the character referred to."

#### Other Events of September

The Philippine commission has decided to appropriate \$2,000,000 for roads and bridges, and work will be begun without delay.

Motor cyclists met at Boston and formed the Associated American Motorcyclists, electing Mr. Chas. H. Metz, of Waltham, Mass., president, and Mr. S. Wallis Merrihew, of New York City, secretary. The objects of the association are to promote the general interests of motor bicyclists, to defend and protect their rights upon public highways, to foster a fraternal spirit, etc. The association urges the universal use of lamps and bells.

Milwaukee tax returns are to the effect that there are but 2,712 bicycles in the Cream City. On the other hand, Massillon, O., with a population one-twentieth the size of Milwaukee's, points with pride to 1,000 bicycles owned in that thriving little city.

Word comes from England that George Shergold, a Gloucester shoemaker, who is undoubtedly the inventor of the safety bicycle, is as poor as the proverbial church mouse. He is seventy-six years of age.

Good roads conventions and the construction of sample stretches of good roads are becoming so popular that Secretary Wilson, of the Agricultural Department, will be compelled to ask congress for a greatly increased appropriation for the office of public road inquiries.

The G. A. R. held its annual encampment at Chicago and took great interest in a bicycle road race for veterans only. Jeff Patterson, of Indiana, was first to cross the tape at the finish, while J. L. Smith, of Cleveland, proved to be the time winner.

#### Track Racing Affairs

Berlin, to which city was awarded the world's championship races of 1901, was the scene recently of a magnificent short distance battle between the best men on the European path for the rich Grand Prize of Germany. Jacquelin, world's champion, won, with Meyers of Holland second, and Green of England third. American riders rode unplaced. Paris exposition races gave the Americans a chance to score, and Cooper took a fine second to Meyers in the great short distance race, in which Jacquelin rode third, and the American team



W. H. CHUBB,  
Secretary-Treasurer Ohio Division.

- Cooper, McFarland and Banker—won the race of nations, winning trial heat, semi-final and final. The order in the latter was: Jacquelin, Cooper, McFarland, Bourrillon, Banker and Louvet. Huret, French, won the Bol d'Or (gold cup) race of twenty-four hours' duration. Elkes, Ross and Stevens returned from Europe, the former being defeated in his first race here and Ross winning his first home engagement. Stevens is soon to appeal his suspension case to the board of appeals. McFarland writes from Paris that his fine of \$400 is unjust, and he has authorized Stevens to appeal. W. S. Fenn, of Waterbury, Conn., won the American amateur championship, taking four firsts and two seconds in six starts at Buffalo. Nelson continued to win at middle distance. The first of three Elkes-Nelson matches was won by the former.

#### Trade World Occurrences

During the month there occurred at Montreal the death of Mr. R. Phillip Gormully, known for nearly a quarter of a century as a bicycle manufacturer. Mr. Gormully had been ill for several years. His success in building Ramblers made his name familiar to all American riders. The Kirk Manufacturing Co., and the Snell Cycle Fittings Co., both of Toledo, have signed a joint agreement, whereby the capacity of either factory is at the command of the other. The American Bicycle Company continues to centralize its interests. During the month the Toledo bicycle plant was removed to Westfield, Mass., and the Cleveland offices were removed to Chicago. Interest in motor cycles grows rapidly, and it is probable that many styles of the newest vehicle will be placed on the market during the coming season. The Bicycling World, the oldest American cycling weekly, has absorbed the Wheel, of New York.



## From Day to Day

AUGUST, 1900

- 19—Huber won the grand prize at Brunswick, Arend 2, Meyers 3.  
 21—Stinson won 25 m. match in 42:02 2-5, Pierce 2 and Champion out, at Boston.  
 22—Associated American Motocyclists organized at Boston with Chas. H. Metz as president. McDuffee lost 15 m. race to Freeman in 26:05 3-5, at Springfield, Mass.  
 24—Nelson won 25 m. race with Michael in 42:11 1-5, at Bridgeport, Conn.  
 25—Pierce defeated Stinson, 25 m., in 41:48 2-5, at Boston. Royal Canadian won Dunlop trophy at Montreal.  
 26—Cooper qualified in Grand Prize of Germany, at Berlin. McEachern caught Jacobson in pursuit race, at Vailsburg. Walters won 100 kil. race in 1:44:17 2-5, Huret 2, Taylor 3, Robl 4, and Bauge placed 1 kil. record at 0:54 2-5, at Paris.  
 27—Pierce defeated Nelson, 20 m. in 34:56 4-5, at Brockton, Mass. Bauge broke world's records from 2 kil., 2:02 2-5 to 10 m., 14:22 1-5 at Paris.  
 28—Stinson beat Champion and Miller, 25 m., in 41:54 3-5 at Boston.  
 29—R. Phillip Gormully, bicycle manufacturer of Chicago, died at Montreal. Jeff Patterson, 3:00, won G. A. R. 5-m. road race in 15:33, and J. L. Smith, sc., made best time, 15:23, at Chicago.  
 30—Nelson beat McEachern 20 m. in 33:29 1-5, at Baltimore. Downing beat Munroe 15 m. in 25:49, at Worcester, Mass.  
 31—L. A. W. Committee on Revision met, at Philadelphia. J. R. Dubois made new unpaced records, 2 m., 4:11, and 3 m., 6:25, at Brockton, Mass.

SEPTEMBER

- 1—Michael beat Nelson, 25 m. in 39:29, breaking world's records from 25 m. to finish, at Philadelphia. Elkes arrived home from Europe. Cuyahoga county sidepath commissioners named at Cleveland.  
 2—Jacquelin won grand prize of Germany, Meyers 2, Green 3 and Arend 4, and McFarland (American) and Joerns won tandem race at Berlin. Huret, Bastien and Bor each won 25 kil. races, the first two in world's record time, Bastien winning over Lake (American), at Paris. Freeman and Collett won at Vailsburg.  
 3—Caldwell won 6-day race, Pierce 2 and Walthour 3, at Springfield, Mass. Stinson beat Champion, 25 m. in 40:21 2-5, at Brockton, Mass. Taylor won championship and Collett handicap at Vailsburg. Chief Consul Small, Maine Division, L. A. W., re-nominated at Pittsfield Me. Nelson beat McEachern and Moran, 25 m., in 40:43 2-5, at Waltham.  
 5—Six-hour race won by Stinson, McEachern 2, Champion 3, and Moran 4, at Boston.  
 6—Kimble and Taylor ran dead heat in championship, at Indianapolis.  
 7—Bicycling World purchased the Wheel,

at New York. O. L. Stevens arrived in New York from Europe.

8—Nelson beat Walthour, 20 m., in 33:24, at New Bedford, Mass.

9—Cooper and McFarland qualified in exposition races at Paris. Krebs and Jacobson won at Vailsburg.

10—Nelson beat Stinson, 25 m., in 39:36 3-5, at Brockton, Mass.

11—Caldwell won 6-day, 6-hour race, Pierce 2, Miller 3, at Hartford. Stinson beat Elkes in 1-hr. race, 35 m., 1,156 yds., American record, at Boston. Nelson beat Downing, 15 m., in 24:36, at Worcester, Mass. Michael beat Caldwell, 20 m., in 33:10 1-5, at Springfield, Mass.

12—W. S. Fenn, of Bridgeport, Conn., won all three amateur championship races, at Buffalo. Taylor won run over of dead heat in 1-3 m. championship, also won 2-m. championship at Indianapolis.

13—Taillandier won amateur grand prize, Sanz 2, Lake (American) 3, and Meyers won



Jacquelin Didier-Nauts.  
TWO NEW WORLD'S CHAMPIONS.

professional grand prize, purse 15,000 francs, with Cooper (American) 2 and Jacquelin world's champion, 3, at Paris.

14—American team won grand race of nations on points, with purse of 6,500 francs, at Paris, the order of finish being: Jacquelin, France, 1; Cooper, America, 2; McFarland, America, 3; Bourrillon, France, 4; Banker, America, 5; Louvet, France, 6. Schofield and Wahrenberger won amateur championship races at Buffalo, Fenn winning the championship title for the year.

15—Moran beat Stinson, 10 m., in 22:41 3-5, at Lowell, Mass. Ross beat McDuffee, 20 m., in 34:09, at New Bedford, Mass.

16—Cordang won 24-hr. Bol d'Or race at Paris, covering 956 kil., 775 met. Walters broke world's records from 4 to 19 hours and then collapsed. Kramer and Walthour won at Vailsburg.

21-21—State side path convention held at Utica, N. Y.

## Progress of Road Building in the United States

By MAURICE O. ELDRIDGE,  
Assistant Director of the Office of Public Road Inquiries.  
From Yearbook of Department of Agriculture for 1899.

### PART I.

The history of road building in the United States, parallels in but few particulars, the road history of the other great civilized nations of the world, and in many respects our highways bear but slight resemblance to those of the older countries. There is little doubt that had the first settlers arrived in this country when the Roman Empire was at the zenith of its glory, our Republic would now be bound together

direction has ever been accomplished, had died out in the middle ages, and had not at this time been revived. For these reasons the traditions relative to the construction and management of roads which followed the first settlers to this country were practically valueless.

### ROAD METHODS OF THE FIRST SETTLERS

The first settlements, in the United



Fig. 1.—THE BIG CROSSING ON THE OLD CUMBERLAND ROAD, SUMMERVILLE, PA.  
From Eldridge United States Department of Agriculture.

with a perfect system of magnificently constructed highways, but when America was settled by the English, in the early part of the seventeenth century, the mother country was still using those systems in road building which it had inherited from the dark ages.

The Britons neglected the roads which had been made by the Romans, and, failing to build new ones, their country for centuries was provided with only bridle paths, or at most with narrow highways for small carts. These highways were, except in dry weather, practically impassable, and in the sparsely settled districts much of the travel had to be carried on by means of pack animals. The idea of a central control of road systems, which is the only means by which any extended work in this

States were naturally located along the seashore and upon the banks of the navigable streams. Narrow and mysterious Indian trails led from the settlements along the coast to the interior, and aside from an occasional rude path beside some stream or along the coast, these were the only lines of communication up to the end of the seventeenth century. Indeed, for a century after the settlement at Plymouth Rock there were few roads in this country over which goods or passengers could be transported in wagons or carriages.

The little traffic and intercourse that was carried on between the settlements was maintained principally by boats or by horsemen or pack trains over the obscure Indian trails. A systematic attempt at road building was then, of course, impossi-



ble, owing to the crude state of society and the sparse population. Soon there was an eagerness to penetrate the vast wilderness of the interior and communicate with settlers in other regions by shorter routes than those afforded by the winding streams. Acting upon this impulse, the pioneer blazed his way through the forests and brambles. He made temporary bridges over the streams by felling large trees across them, and threw brush and poles over the boggy places in his bridge paths. With the steady increase in wealth and population, this "pack-train era" in road building was gradually superseded by original trackways or widened trails, and then by wagon roads, but without any attempt at improvement. Another century elapsed before anything like improved highways was established outside the eastern coast

blazed trees, and the footpath, followed by the bridge road for pack trains, and then the rough roads for carts and wagons, which were subsequently graded and paved, making a more easy means of transportation, are all stepping stones to higher degrees of civilization.<sup>1</sup>

#### FORCED-LABOR SYSTEM AND ROADS OF THE EARLY COLONISTS

In the early colonial days the roads were at first built and maintained principally by the use of volunteer aid or free labor. Each town or settlement had what it called a "village green," and in this open place the citizens assembled to discuss matters of public import. At these meetings the care of the poor, the infirm, the deaf mutes, etc., was discussed; the opening of new and the maintenance of the old roads were also among the most interesting sub-



Fig. 2.—OLD CUMBERLAND ROAD APPROACHING CHESTNUT RIDGE MOUNTAINS, PENNSYLVANIA (LOOKING WEST).

From Eldridge United States Department of Agriculture.

districts, and it was not until the beginning of the present century that there were any well-built roads in the rural communities.

#### ONE OF THE EARLIEST ROADS IN THE UNITED STATES

The first great American road which the historian tells anything about was laid out in 1711, and ran from New York to Philadelphia. In antiquity, and the fact that it connected those two cities, gave to it the name "The Old York Road." The opening of roads was an important affair in those days; money was more scarce than it is now, and doubtless it was more of an undertaking to construct roads than it is to build the railways of today. By studying the history of the Old York Road we at once realize the potency of the adage that "the history of roads is the history of civilization." The Indian trail, the

jeets of discussion. The citizens would offer their services free of charge to the community or town for building or maintaining the roads running through or by their lands. These offers to maintain the roads free of charge soon became so limited, however, that the towns were forced to pass ordinances compelling all able-bodied men to "work the road" a specified number of days, or in lieu of such labor to early methods of locating and building pay a money tax to the pathmaster or road overseer. It is easy to trace progress in all those matters which were discussed on the "village green" save one, and this is the "forced labor" system of working roads, which exists in most of the states to this day.

The following extract, relating to the

<sup>1</sup>—The Old New York and the New Fox Chase and Bustleton, by S. F. Hotchkiss.

early method of locating and building roads, is copied from a letter dated November 30, 1785, written by George Washington to Patrick Henry, then governor of Virginia:

"Do you not think, my dear sir, that the credit, the saving, and convenience of this country all require that our great roads leading from one place to another should be straightened, shortened, and established by law, and the power in the county courts to alter them be withdrawn? To me these things seem indispensably necessary, and it is my opinion they will take place in time. The longer, therefore, they are delayed, the more people will be injured by the alterations when they happen. It is equally clear to me that, putting the lowest valuation upon the labor of the people who work upon the roads under the existing law and the customs of the present day, the repairs of them by way of contract, to be paid by an assessment on a certain district, until the period shall arrive when turnpikes may with propriety be established, would be infinitely less burdensome to the community than the present mode. In this case the contractor would meet no favor; every man in the district would give information of neglects; whereas negligence under the present system is winked at by the only people who know the particulars or can

was rendered difficult and sometimes dangerous. It was no uncommon sight to see the horses floundering in the mud up to their haunches.

York road, running out of Philadelphia, was a quagmire of black mud for nine months of the year, and on this road long lines of wagons were every day to be met with, drawn up near Logan's Hill, where the wagoners unhitched their teams to assist each other in pulling through the deep sloughs. Sticks or rails were often stuck up to warn travelers out of the quicksand or mudholes, and the fences were sometimes pulled down in order to permit passage through the adjacent fields.<sup>2</sup>

In 1796 the worst road in the country was said to be one from Elkton, Md., to the Susquehanna Ferry. It was so uneven and full of holes that stagecoach passengers were often requested by the driver to lean out the side of the coach to prevent being overturned. "Now, gentlemen," he would say, "to the right!" "Now, gentlemen, to



Fig. 1.—THE ROLLED FOUNDATION OF AN OBJECT-LESSON ROAD BUILT AT HOT SPRINGS, VA., UNDER THE AUSPICES OF PUBLIC ROAD INQUIRIES OF THE DEPARTMENT OF AGRICULTURE.

From Eldridge United States Department of Agriculture.

inform against the overseers, for strangers had rather encounter the inconvenience of bad roads than the trouble of an information, and go away prejudiced against the country for the polity of it.<sup>1</sup>

This system of "working out" the tax was as unsatisfactory in the days of Washington as it is now. Much delay and inconvenience was caused by the deplorable condition of the main roads. The ruts were deep, the hills steep and full of gullies, and when stagecoaches were first used, travelers were often compelled to get out and assist the driver in pulling the vehicle out of the mud. Even the roads running out of the large cities and towns were no exception to the general rule; they were often in such wretched condition that passage

the left."<sup>1</sup>

#### INAUGURATION OF TURNPIKE ROADS BY CHARTERED COMPANIES

The making of turnpike roads by chartered companies, was inaugurated in the last quarter of the eighteenth century with the advance of population to the West. State and national charters were given to many turnpike companies, which at first yielded large profits to capitalists. The establishment of turnpikes, and the maintenance of them by toll, however, effected

<sup>1</sup>—Writings of Washington, Vol. XII, edited by J. Sparks.

<sup>2</sup>—Watson's Annals of Philadelphia and Pennsylvania in the Olden Times.



but little improvement in the general system, and the tax imposed upon those who were compelled to use many of these roads was not paid without protest.

#### THE WILDERNESS TURNPIKE

The Wilderness Turnpike was the name of one of the earliest of these roads. From the Shenandoah Valley, in Virginia, it followed for some distance the Holston river; thence it crossed the Allegheny mountains at Cumberland Gap to central Kentucky. This route was open at first for pack trains, but afterwards was so improved that it became the main road for wagon trains from Virginia to the valley of the Ohio. A large commerce was carried on between Virginia and the West over this highway, and it proved very advantageous to Kentucky and adjacent states in their early settlement and development. During the first decade of this century the Wilderness Turnpike was the best highway south of the Potomac river; but soon the traffic began to decrease, and the revenues became so limited that it was neglected. For years, however, the tollgates were maintained, and travelers were required to pay a toll of \$2 on passing the gates, which were 70 miles apart, although tools frequently had to be carried in the vehicle with which to repair the portions of the road that were impassable.<sup>2</sup>

#### THE PHILADELPHIA-LANCASTER TURNPIKE

The desire to speculate in those days was as great as it is now, and such were the profits of some of those roads that they were often the subject of speculation. A notable example of this is shown by the organization of a company in 1792 to build a turnpike from Philadelphia to Lancaster, Pa., a distance of 60 miles. The charter was secured, and in ten days 2,275 subscribers made application for stock. As this was more than the law allowed, the names were placed in a lottery wheel, and 600 were drawn; with these subscriptions the work began. The road builders of that day knew little or nothing regarding the construction of highways, and the mistakes made on this occasion taught them some valuable lessons. The land was condemned, the trees felled, and the roadbed prepared. The largest stones that could be found were dumped upon it for a foundation, and upon this colossal base earth and gravel were spread; then the work was declared complete; but when the washing rains came, deep holes appeared on every hand, sharp stones protruded from the surface, and the horses received scratched and broken limbs as they sank between the boulders up to their knees. The gigantic error of the road builder was then made plain. Indignation meetings were held, at which the turnpike company was condemned, and the legislature blamed for giving the charter. Had it not been for an Englishman who offered to rebuild the turnpike on the macadam plan, as he had seen roads built in the old country, improved road construction would have received a severe blow. The English-

man's proposition was accepted by the company, and he was successful in completing the Lancaster and Philadelphia turnpike road, which was then declared to be "the best piece of highway in the United States—a masterpiece of its kind."<sup>1</sup>

#### ERA OF SPECULATION AND RESTORATION OF FORCED-LABOR SYSTEM

The success of the Lancaster Pike encouraged road building everywhere, and before the first decade of the new century had elapsed, many of the well-settled states were voting money, setting apart revenues derived from the sale of public lands, and establishing lotteries to build turnpikes between prosperous towns in the East and to the frontier. The prospect of increasing their land values by the building of good roads, and the fascination of receiving large dividends from investments, induced many people to risk their all upon these schemes. Speculation was rife in the land, turnpike building rapidly became the rage, and in a few years a sum almost as large as the public debt at the close of the Revolution, was invested by the people in turnpike ventures. By 1811 over 317 pikes had been chartered in New York and in the New England states, their total length being 4,500 miles, and their combined capital over \$7,500,000. Hundreds of miles of public turnpikes<sup>2</sup> were constructed in New York and in some of the Western states with thick, wide boards or planks, and for a few years it was thought this method would supersede all others. While the planks lasted the roads were good; but the boards decayed very rapidly, and for this reason, the method, proving unsuccessful, was gradually abandoned. Except for a few short stretches in the New England and Southern states, the toll system also proved unsuccessful, and many of the companies lost money. Some surrendered their charters, and others were bought out by the states or counties. The turnpike system was gradually superseded by the restoration of the "forced-labor" system, explained elsewhere, and until within the last few years this method was universally followed, each county taking care of its own highways. The states exercised no supervision whatever, and skilled road builders or road engineers were unheard of. The "forced-labor" system was borrowed by our ancestors from the dark ages, and is not unlike the "militia" system adopted in Kentucky and a few other Southern states.

#### NATIONAL HIGHWAYS

Early in the present century, with the movement started in England by Telford and Macadam in favor of broken-stone roads, improved roads for military, pos-

<sup>1</sup>—History of the People of the United States, Vol. II, p. 554.

<sup>2</sup>—The term "turnpike" is of medieval origin, having been first used in England to designate a graded road, for the use of which travelers were expected to pay toll. A pike across the road indicated a tollgate, where the traveler was required to stop before proceeding on his journey. After he had paid the fees the pike was turned and he was allowed to go on his way. "Turnpike" has now come to mean any public highway constructed of stone or gravel. As a rule, however, the term is only applied to a toll road or one upon which formerly toll was collected.

tal and commercial purposes, began to be widely appreciated. Road reform assumed such proportions that it was advocated by many of the great patriots of the day; indeed, the movement waxed so strong in this country that it became one of the leading questions of national politics, and was supported by such statesmen as Thomas Jefferson, John C. Calhoun and Henry Clay. Next to the tariff, it was one of the most important subjects under consideration in Congress.

Those who believed in a liberal construction of the Constitution were favorable to the building of roads by the General Government, while the strict constructionists denied the power of the Government to spend money for any such internal improvements. During President Jefferson's second term the bill admitting Ohio as a

mountains to the Ohio at Wheeling, W. Va., and then on to St. Louis. It was constructed after the principles advocated by Telford and Macadam, and was so well built that it is yet a good road, although it has since passed into the hands of the states in which it is located, and has not been systematically repaired for years. (Pl. XIII.) This road was well described by a writer in 1879, as follows:

It was excellently macadamized; the rivers and creeks were spanned by stone bridges; the distances were indexed by iron mileposts, and the tollhouses supplied with strong iron gates. Its projector and chief supporter was Henry Clay, whose services in its behalf are commemorated by a monument near Wheeling. There were sometimes twenty gaily painted four-horse coaches each way daily. The cattle and sheep were never out of sight. The canvas-covered wagons were drawn by six to twelve horses. Within a mile of the road the country was a wilderness, but on the highway the traffic was as dense as in the main street



Fig. 2.—FINISHING TOUCHES TO THE SAMPLE ROAD BUILT AT HOT SPRINGS, VA., UNDER THE AUSPICES OF THE OFFICE OF PUBLIC ROAD INQUIRIES OF THE DEPARTMENT OF AGRICULTURE.

From Eldridge United States Department of Agriculture.

state, passed April 30, 1802, contained a provision setting apart 5 per cent. of the net proceeds from the sale of public lands in that state to the building of public roads leading from the navigable waters emptying into the Atlantic to and through the state of Ohio—3 per cent. for road making within the state, and 2 per cent. for highways outside the state. Such roads were to be laid out under the authority of Congress, and with the consent of the states through which they would pass.

#### THE CUMBERLAND ROAD

In 1806 the sale of public lands in Ohio had amounted to over \$600,000, and after some discussion in both houses of Congress a bill appropriating \$30,000 was passed. The construction of the so-called Cumberland road was then begun. From Cumberland, Md., it was to extend through southwest-ern Pennsylvania and over the Allegheny

of a large town. Ten miles an hour is said to have been the usual speed for coaches, but between Hagerstown and Frederick they were claimed to have made 26 miles in two hours. These coaches finally ceased running in 1852. There were also through freight wagons from Baltimore to Wheeling which carried 10 tons. They were drawn by twelve horses, and their rear wheels were 10 feet high.

From Cumberland to Baltimore the road, or a part of it, was built by certain banks of Maryland, which were rechartered in 1816 on condition that they should complete the work. So far from being a burden to them, it proved to be a most lucrative property for many years, yielding as much as 20 per cent. and it is only of late years that it has yielded no more than 2 or 3 per cent. The part built by the Federal Government was transferred to Maryland some time ago, and the tolls became a political perquisite, but within the past year it has been acquired by the counties of Allegany and Garrett, which have made it free.

From 1810 to 1816 six appropriations, amounting to \$680,000, were made by Congress for continuing the work on this road.

<sup>1</sup>—History of the People of the United States, Vol. II, p. 554.

<sup>2</sup>—N. S. Shaler, American Highways, pp. 19 and 23.



## The Bicycle as a Health Restorer and Preserver

By SAMUEL W. ABBOTT, M. D.,

Secretary of the State Board of Health of Massachusetts.

(Continued from Last Month)

**INDIGESTION, DYSPEPSIA AND CONSTIPATION.**—All these conditions are concomitants of a sedentary life, and regular, active exercise is one of the best correctives for each and every one of them. The exercise of wheel riding not only brings into play and develops the muscles of the legs, but also the still larger muscles which have their origin as high as the diaphragm. All the lower organs of the body, which are concerned in the process of digestion receive their due effect from the excellent stimulus of this form of regular exercise. Constipation especially is relieved, and with it also disappear the more serious complaints which it causes.

Beyond question, wheel riding is a far better remedy for these conditions than all the pills, powders, potions, pellets and purgatives ever invented. In looking over the advertising pages of the different periodicals, both American and English, which are devoted to the wheel the writer has been favorably impressed with one point, the absence of advertisements of patent medicines. The thousand and one nauseous solutions of iodide of potassium which falsely masquerade under the name of sarsaparilla, the so-called nerve foods and tonics, spring medicines, peristaltic persuaders, etc., etc., do not disfigure the pages of these healthful periodicals, for the simple reason that the wheel is itself the best medicine of all, and he who rides may throw away the drugs into the sea, as Dr. Holmes once suggested.\*

**DISEASES OF THE NERVOUS SYSTEM.**—Neuralgia, headache, nervous exhaustion, hysteria, chorea, melancholia and insomnia. In the majority of instances the regular, daily use of the wheel is a positive benefit to this class of cases. Here again, the relaxation of body and mind, the constant change of scene, the ability to draw the patient's attention away from himself, have a decided influence in effecting a cure, since a concentration of the attention upon one's own condition lies at the bottom of many of these cases of nervous disorders. Rational, moral and physical treatment are of much more value in such cases than drugs.

**DISEASES OF WOMEN.**—The bicycle has undoubtedly been of greater value as a health restorer for women than for men, since the majority of women who ride, do not misuse the bicycle, but make it a genuine means of recreation and pleasure; there are few scorchers among women. There are, no doubt, cases of malformation and organic displacements where the use of the wheel may prove injurious, and such persons

should consult a specialist before learning to ride.

One great advantage of the wheel as a health restorer for women, is that it leads to the disuse of that worst of all articles of dress, the corset. A corset-wearer is not likely to become a good bicyclist, since wheeling requires the freest play of the lungs, as well as freedom of motion of all the muscles of the trunk. The use of the corset is neither rational nor healthful, and if its manufacture and sale were to be made a crime, the human race would live longer and better, since it not only entails harm upon women but also upon their offspring.

Seven years ago the writer had the pleasure of listening to a discussion upon the bicycle, the disputants being a medical officer of the navy, and a specialist in women's diseases, in which the former pictured the horrors and future misery to which women are subjected in consequence of riding the wheel.

In closing he ventured "the prediction that a light three or four-wheeled vehicle impelled by some easily manageable motor" would be the means of progression in the future, while "the rational instrument of exercise for exercise's sake alone will ever be a pair of sturdy human legs." Such a vehicle would defeat the very object and end to be attained by the use of the wheel, that of regular and systematic exercise, and those "sturdy human legs" are the instruments given to mankind, by means of which he can best enjoy the wheel and make it serve the ends for which it was intended.

In the further discussion of the subject, the specialist, who stoutly defended the wheel, had not only the advantage of a wide experience, but also the sympathy of the audience.

In closing I will add the testimony of one of the foremost of American surgeons, Dr. W. W. Keen, of Philadelphia. "I desire to say that I think, if used in moderation, and by the proper persons, it is one of the most beneficial modes of exercise, especially as it has emancipated women, and is, I think to them peculiarly beneficial."

At a meeting of American Public Health Association at the Columbian Exposition in Chicago, 1893.

Aunt—"I thought I saw you riding alone with a gentleman last evening. Mi'dred." Niece—"You did, auntie." "But does your mother allow you to go bicycling with a gentleman without a chaperone?" "No indeed." "But you had none!" "Well, you see, auntie, we had one when we started, but we punctured her tire to get rid of her."

\*Currents and Counter Currents, in Medical Science, Boston, 1861.

## SPORTS THAT INTEREST LEAGUE MEMBERS

### Foot Ball is Here

Hard practice is already the rule among the big college teams, and even now have begun the practice games that are to afford us a line on the strength of the organizations entered for championship honors. Reports from the various training quarters are all to the same effect—brilliant prospects, and the indications seem to point to an unusually excellent season. Walter Camp, the dean of foot ball, is again in charge at Yale, and in his council are McBride, McCormick and Hefelfinger, with Hinkey as an expected addition. Yale has promising candidates for every position on the team with the exception of center, and for this place there is no man in sight. However, Yale is happy, for the Elis believe that if necessity demands Camp will make a find in an unexpected place before it is too late.

Harvard has an abundance of material and is full of confidence. Dibblee is in charge, and he enjoys the aid of Lewis, Walters, Emmons, Murchie, Donald, Parker, Knox, Cranston, Doucette, Cabot, Wrightington, Dunlop, Dr. Billy Brooks and Cameron Forbes.

Princeton is happy over the return of Captain Pell, Palmer and Sam Craig, and hopes at old Nassau run high. Right end, right tackle, right guard, center and full-back are open positions, but there is no lack of candidates, and a winning team is the general expectation.

Pennsylvania's grievous disappointment last fall has stirred the red and blue into wonderful activity, and Coach Woodruff announces that he has the material at hand with which to produce a creditable eleven. Pennsylvania has urged Kraenzlein, its celebrated athlete, to become end rush and the champion hurdler hastened at once to his home in Milwaukee to persuade his family into giving permission for him to do so. At this writing reports of his success are conflicting, and it is still unknown whether he will be seen with the Quaker gridiron artists or not.

Preliminary to the 1900 campaign, a review of last season's work cannot fail to be interesting. Here are the statistics:

	Won.	Lost.	Tied.	Times Scored Against.	Failed to Score.	Season's Score.
Harvard . . . . .	10	0	1	1	1	210—10
Princeton . . . . .	12	1	0	1	1	185—21
Pennsylvania . . . . .	8	3	2	9	2	268—81
Yale . . . . .	7	2	1	2	2	191—16

#### Summary:

Harvard defeated Williams, Bowdoin, Wesleyan, Amherst, West Point, Bates, Brown, the Indians, Pennsylvania and Dartmouth. Tied with Yale. Scored against by the Indians. Failed to score against Yale in tie game.

Princeton defeated Maryland, Anna O's, Lafayette, Columbia, Pennsylvania State, West Point, Lehigh, Brown, North Carolina, the Indians, Washington and Jefferson and Yale. Lost to Cornell. Scored against by Yale. Failed to score against Cornell.

Pennsylvania defeated Franklin and Marshall, Lehigh, Bucknell, Virginia, Wesleyan, Michigan, Pennsylvania State and Cornell. Lost to the Indians, Lafayette and Harvard. Tied with Brown and Chicago. Scored against by Bucknell, Brown, Virginia, the Indians, Wesleyan, Lafayette, Chicago, Harvard and Michigan. Failed to score against Lafayette and Harvard.

Yale defeated Amherst, Trinity, Bates, Dartmouth, Wisconsin, Pennsylvania and Pennsylvania State. Lost to Columbia and Princeton. Tied with Harvard. Scored against by Columbia and Princeton. Failed to score against Harvard in tie game and Columbia.

Walter Camp discusses in an interesting manner the new rules in Spalding's Foot Ball Guide. He says:

The alterations made in the foot ball rules for the season of 1899 were very slight, and did not in any way affect the character of the game. The alterations made in the rules of 1900, while not extensive, are in one or two instances of such a nature as will surely make some impression upon the play and, it may be, develop new conditions.

Taking up first those rules in which the alteration is rather explanatory than otherwise, we come to the addition to Rule 1, Section (d). Note. There has always been more or less difference of opinion as to what part of the ball should be considered in measuring distances gained or lost. The rules had already in certain cases made this distinction, as for instance in the case of a touchdown they recognized the forward point of the ball rather than its center, as shown in the rule which says: "A touchdown is made when any part of the ball is on, above, or across the goal line." Hence the committee determined to



make it clear that the forward point of the ball was the part to be taken as the determining point in measuring in other cases as well as that of a touchdown.

The addition to Rule 4 Section (d) regarding a safety will not materially affect the play, as it is a question which arises very seldom. It is, however, a point upon which a ruling was necessary, as in a strict interpretation of the old rule, a foul, involving loss of possession of the ball if made by a player behind his own goal line would usually be ruled as giving the opponent a touchdown, which in many instances was too extreme a penalty. The present or new ruling will make it a safety.

In Rule 11 the additional paragraph (c) covers a point which was fairly well understood but which was not fully covered in the rule; namely, that a ball when kicked out of bounds before touching a player who is on side is immediately dead.

Rule 28, the additional paragraph (k) provides against unsportsmanlike conduct which interferes with the play, and while perhaps not rendered necessary by general play is a plain, practical, matter-of-fact statement that such interference, if it should occur, would be thoroughly taken care of.

The alteration in Rule 29 merely transfers the ruling on interference with the snapback from the province of the umpire to that of the referee.

A further alteration in Rule 29, the part regarding coaching, was rendered necessary by the experience of last season, and it was determined by the rules committee to prevent chances of having a recurrence of anything of this kind as well as to put greater power into the hands of the umpire in such an exigency. The rule has, therefore, been adopted that only five men shall be allowed to walk up and down on the side lines, and that everybody else admitted to the enclosure must be seated along the line of the enclosure, and finally, that any coaching detected by the umpire shall cost the side which is coached a distance of ten yards.

Another addition to Rule 29, Section 3, provides that the timekeeper, instead of running about on the field of play behind the teams shall confine himself to the side lines and his more proper duties of seeing that the measurements are fairly made.

The two rules which most materially affect the play itself are those in Rules 21 and 28. In Rule 21, Section (a), a note provides that a side may not retain possession of the ball by taking it back twenty yards a second time unless it has meantime been in the possession of the opponents. This rule is made in order to prevent the side taking advantage of this twenty yards retreat in order to avoid an otherwise certain defeat or score. This feature of the play has in the long period of years during which this rule has obtained, not been brought up because that method of using the play has seldom been seen. The rules committee took this action to insure against the abuse of the privilege.

The other rule which will affect the play

is that providing for loss of ten yards instead of loss of the ball as a penalty for the side having the ball in their possession and infringing the rule of offside play. The former penalty of loss of the ball was so severe that it did not seem to fit the crime. What effect this new rule will have it is impossible to say, for it may tend to some infringement of the rule that will prove serious, and may thus force a return to the old method. As it stands now, it makes the attacking side and the defending side practically equal in that an offside play by either involves a loss of ten yards, whereas, by the old rule the defending side could get offside under a penalty of the loss of ten yards, while the attacking side, if they infringed the rule, would lose much more than this by being obliged to surrender the ball.

Yale will play at Princeton on November 17th, and against Harvard at Yale field on November 24th. Harvard will play Pennsylvania at Cambridge on November 17th.

#### The Season's Schedule

Following is the season's schedule of games for the big college teams, eastern and western:

##### EASTERN TEAMS

**HARVARD**—Oct. 3, Williams at Cambridge; Oct. 6, Bowdoin at Cambridge; Oct. 10, Amherst at Cambridge; Oct. 13, Columbia at Cambridge; Oct. 16, Bates at Cambridge; Oct. 20, West Point at West Point; Oct. 24, Indians at Cambridge; Nov. 3, Pennsylvania at Cambridge; Nov. 10, Brown at Cambridge; Nov. 24, Yale at New Haven.

**YALE**—Oct. 3, Amherst at New Haven; Oct. 6, Tufts at New Haven; Oct. 10, Bates at New Haven; Oct. 13, Dartmouth at Newton; Oct. 16, Bowdoin at New Haven; Oct. 20, Wesleyan at New Haven; Oct. 24, Columbia at New York; Nov. 3, West Point at West Point; Nov. 10, Indians at New Haven; Nov. 17, Princeton at Princeton; Nov. 24, Harvard at New Haven.

**PRINCETON**—Oct. 3, Stevens at Princeton; Oct. 6, Lehigh at Princeton; Oct. 10, Pennsylvania State at Princeton; Oct. 13, Baltimore Medical at Princeton; Oct. 16, Annapolis at Annapolis; Oct. 17, Syracuse at Princeton; Oct. 20, Lafayette at Easton; Oct. 24, Brown at Providence; Nov. 3, Cornell at Princeton; Nov. 6, Columbia at New York; Nov. 10, Dartmouth at Princeton; Nov. 17, Yale at Princeton.

**PENNSYLVANIA**—Oct. 3, Franklin and Marshall at Philadelphia; Oct. 6, Harvard at Philadelphia; Oct. 10, Dickinson at Philadelphia; Oct. 13, Brown at Philadelphia; Oct. 17, Pennsylvania State at Philadelphia; Oct. 20, Columbia at Philadelphia; Oct. 24, Chicago at Philadelphia; Nov. 3, Harvard at Cambridge; Nov. 10, Lafayette at Philadelphia; Nov. 17, Indians at Philadelphia; Nov. 24, Annapolis at Annapolis; Nov. 29, Cornell at Philadelphia.

**INDIANS**—Oct. 6, Gettysburg, at Carlisle; Oct. 13, Virginia at Washington; Oct. 15, Maryland at Baltimore; Oct. 25, Harvard at Cambridge; Nov. 10, Yale at New Haven; Nov. 17, Pennsylvania at Philadelphia; Nov. 24, Washington and Jefferson at Pittsburgh; Nov. 27, Columbia at New York.

**CORNELL**—Oct. 3, Rochester at Ithaca; Oct. 6, Rochester at Ithaca; Oct. 10, Bucknell at Ithaca; Oct. 13, Washington and Jefferson at Ithaca; Oct. 20, Union at Ithaca; Oct. 24, Dartmouth at Ithaca; Nov. 10, Oberlin at Ithaca; Nov. 17, Lafayette at Easton; Nov. 24, Rensselaer at Ithaca; Nov. 29, Pennsylvania at Philadelphia.

**COLUMBIA**—Oct. 3, Rutgers at New Brunswick; Oct. 6, Wesleyan at New York; Oct. 10, Williams at New York; Oct. 17, Stevens at New York; Nov. 10, Buffalo at Buffalo; Nov. 17, Annapolis at Annapolis; Nov. 24, Manhattan at New York; Nov. 29, Indians at New York.

**BROWN**—Oct. 6, Holy Cross at Providence; Oct. 10, M. I. T. at Providence; Oct. 13, Pennsyl-

## Golf's the Game

Scotland played golf an indeterminate length of time before America even knew there was such a game, but, having made the discovery and gradually having come to be fond of the sport, the land of the stars and stripes has thrown itself into the game with a vim and an enthusiasm that threatens to make golfers of us all. As many years ago as 1457 golf was in such great vogue in Scotland that the then more important accomplishment of archery was entirely neglected and the Scotch parliament saw danger in the craze. Accordingly this august body resolved that "the Futeball and Golf be utterly cryit doune and nocht usit and that the bowe-merkis be maid at ilk parochie kirk a pair of buttis and schutting be usit ilk Sunday." Whether some of our brilliant legislative bodies will sooner or later feel called upon to "utterly cryit doune" this now popular American sport remains to be seen.

It was late in the eighties that golf first obtained a foothold on American soil. The St. Andrews Golf Club of Yonkers was incorporated in that year, and to this organization doubtless belongs the credit for the game's introduction in this country. Two years later, the Shinnecock Hills Club came into existence, and from then until 1895 several new clubs were launched yearly, until during the year last named there were in operation about twenty first-class organizations having for their object the promotion of the newly found sport. From that date until the present time the spread of the game can only be described as marvelous, and it is safe to say that there is not a live American city in which there is not one or more golf organizations. And the country is also proud of a national body—the United States Golf Association—which exercises supervision over the whole.

About golf, there is much that is fascinating. It furnishes splendid physical exercise and recreation, and requires skill and endurance. It may be played fast or slow, as is desired, and, in addition to this, it possesses many features never before embodied in any sport to which Americans are addicted. There is no doubt that golf has come to stay—it is too fascinating a game to pass from favor. The American boy in great numbers has become as thoroughly interested and quite as proficient in golf as he has been for years in base ball and foot ball, and when Young America sets his heart upon any game, that game's stability needs no further proof.

As in all other sports, golf has both its amateur and its professional adherents. Of the latter, there are two classes—those who play for gain and those who instruct for pay as well as play for money prizes. The first professionals, of course, were foreigners, but, as was to have been expected, the rapid growth of the sport has developed many expert American players that

vania at Philadelphia; Oct. 20, Chicago at Chicago; Oct. 27, Princeton at Providence; Nov. 3, Boston College at Providence; Nov. 6, Tufts at Providence; Nov. 10, Harvard at Cambridge; Nov. 17, Dartmouth at Hanover; Nov. 24, Syracuse at Providence.

**WEST POINT**—Oct. 6, Pennsylvania State at West Point; Oct. 10, Riverview Academy at West Point; Oct. 13, Trinity at West Point; Oct. 17, De La Salle at West Point; Oct. 20, Harvard at West Point; Oct. 24, Stevens at West Point; Oct. 27, Williams at West Point; Oct. 31, New York University at West Point; Nov. 3, Yale at West Point; Nov. 7, Rutgers at West Point; Nov. 10, Hamilton at West Point; Dec. 1, Annapolis at Philadelphia.

**ANNAPOLIS**—Oct. 6, Baltimore Medical at Annapolis; Oct. 27, Lehigh at Annapolis; Nov. 10, Pennsylvania State at Annapolis; Nov. 24, Pennsylvania at Annapolis; Dec. 1, West Point at Philadelphia.

##### WESTERN TEAMS

**CHICAGO**—Oct. 6, Purdue at Chicago; Oct. 13, Minnesota at Minneapolis; Oct. 20, Brown at Chicago; Oct. 27, Pennsylvania at Philadelphia; Nov. 3, Iowa at Chicago; Nov. 10, Northwestern at Chicago; Nov. 17, Wisconsin at Chicago; Nov. 20, Michigan at Chicago.

**NORTHWESTERN**—Oct. 6, Rush Medical at Evanston; Oct. 13, Indiana at Evanston; Oct. 20, Illinois at Evanston; Oct. 27, Beloit at Evanston; Nov. 3, Chicago at Chicago; Nov. 17, Minnesota at Minneapolis; Nov. 24, Alumni at Evanston; Nov. 29, Iowa at Rock Island.

**ILLINOIS**—Oct. 3, De Pauw at Champaign; Oct. 6, Wesleyan at Champaign; Oct. 10, Lombard at Champaign; Oct. 13, Knox at Champaign; Oct. 20, Northwestern at Evanston; Oct. 27, Michigan at Marshall Field; Nov. 3, Purdue at Champaign; Nov. 10, Minnesota at Minneapolis; Nov. 17, Indiana at Indianapolis; Nov. 20, Wisconsin at Madison.

**WISCONSIN**—Oct. 6, Lake Forest at Madison; Oct. 13, Beloit at Milwaukee; Oct. 20, Upper Iowa at Madison; Oct. 27, Grinnell at Madison; Nov. 3, Minnesota at Minneapolis; Nov. 10, Notre Dame at Madison; Nov. 17, Chicago at Chicago; Nov. 20, Illinois at Madison.

**MICHIGAN**—Oct. 6, Kalamazoo College at Ann Arbor; Oct. 13, Case School at Ann Arbor; Oct. 20, Purdue University at Ann Arbor; Oct. 27, Illinois University at Chicago; Nov. 3, Indiana University at Ann Arbor; Nov. 10, Iowa University at Detroit; Nov. 17, Notre Dame University at Ann Arbor; Nov. 24, Ohio State University at Ann Arbor; Nov. 29, Chicago University at Chicago.

**MINNESOTA**—Oct. 6, Ames Agricultural College at Minneapolis; Oct. 13, Chicago at Minneapolis; Oct. 20, Grinnell at Minneapolis; Oct. 27, North Dakota at Minneapolis; Nov. 3, Wisconsin at Minneapolis; Nov. 10, Illinois at Minneapolis; Nov. 17, Northwestern at Minneapolis; Nov. 20, Nebraska at Lincoln.

**IOWA**—Oct. 6, open; Oct. 12, Simpson College at Iowa City; Oct. 19, Ames at Ames; Oct. 26, Drake at Iowa City; Nov. 3, Chicago at Chicago; Nov. 10, Michigan at Detroit; Nov. 17, Grinnell at Iowa City; Nov. 20, Northwestern at Rock Island.

**NOTRE DAME**—Oct. 6, Englewood at Notre Dame; Oct. 13, Lake Forest at Notre Dame; Oct. 20, Cincinnati at Notre Dame; Oct. 27, Indiana at Indianapolis; Nov. 3, Beloit at Notre Dame; Nov. 10, Wisconsin at Madison; Nov. 17, Michigan at Ann Arbor; Nov. 24, Rush Medical at Notre Dame; Nov. 29, open; Dec. 6, Purdue at Notre Dame.

**PURDUE**—Oct. 6, Chicago University at Chicago; Oct. 13, De Pauw University at Lafayette; Oct. 20, University of Michigan at Ann Arbor; Oct. 27, Rose Polytechnic at Lafayette; Nov. 3, University of Illinois at Champaign; Nov. 10, Greer College at Lafayette; Nov. 17, Earlham College at Lafayette; Nov. 22, University of Indianapolis at Lafayette; Nov. 29, University of Indiana at Lafayette.

Don't think a man is talking through his chapeau because he happens to think his own wheel the easiest running machine on the road. Yours may be good, but then you must not forget that there are others—many others.



have taken it up as a livelihood and who compare favorably in skill with the foreign cracks.

But skill is not wholly a possession of the professional. Amateur experts are today playing on hundreds of links, and the annual national amateur championships bring out plays that few professionals could excel. The amateur champion this year is Walter J. Travis, who, by the way, has just added to his victories the winning of the Tuxedo cup, at the same time establishing a new course record of 71. In the Tuxedo tournament, Oliver Perin with a handicap of 10, made the best gross score, 159, and finished second to L. L. Kellogg, whose gross score was 167, handicap 20, and net 147. C. M. Hamilton, scratch, finished the thirty-six holes in 157 strokes, doing the last eighteen holes in 76, while E. M. Myers, also scratch, finished in 161 strokes.

During September, Harry Vardon, former champion of England, reduced the Richmond Country Club course record to 71, and on the same afternoon won two best ball contests by scores of 75 to 81 and 71 to 78. J. H. Taylor, the present British champion, playing at Hamilton, Mass., was beaten 78 to 81 in a best ball play contest against Joseph Lloyd and John Jones, both professionals. In addressing the ball, Taylor keeps his left foot well forward, and when club head hits the ball the little white object goes away much slower than does Vardon's, and it usually rolls grandly.

Vardon on the other hand was beaten, September 25th, on the Royal Montreal Golf Club links, at Dixie, Quebec. He played against the best ball of Smith, the Montreal professional, and Cumming, the Toronto professional, and lost by one up. Vardon's score was 77 and the best ball 76.

Scarcely a day passes that there are not some inquiries as to the prospect of a meeting between Taylor, the British golf champion, and Vardon, the former title holder. As stated some time ago, they are to meet this month at Wheaton in the open championship, but the chances are decidedly slim, as Taylor does not seem to want to meet his former rival. He doubtless has sufficient reasons, but will not satisfy the American public, who are always ready to see a good match. Taylor has lots to lose if he should meet defeat. He would not have the drawing power as at present, and again he has a club business to look to. Vardon has had offers aggregating \$10,000 for a match between him and Taylor, and it seems very annoying to Vardon to know that Taylor will not make the match, and also to hear that he is soon to return to England.

President George R. Thorne, of the Western Golf Association and also president of the Midlothian Country Club, is just back from an extended European trip. President Thorne spent several weeks in Great Britain visiting all the important courses with the exception of Sandwich, which is similar to some of the courses he had previously played over at Pau, Biarritz, Cannes, Dinard, St. Moritz and several other continental links. Of the American links in comparison with those abroad, Mr. Thorne

remarked: "Although the Scotch courses have finer sod, the American clubs have more conveniences, both as regards club house and facilities for play. There is a bleakness about the foreign courses which is in great contrast to the generally picturesque links in this country. Where we have to haul sand to make hazards, the foreign courses as a rule are provided by nature with sand galore making hazards which a player is kept busy to keep out of. Most of the courses have a thick growth of underbrush, which is not inviting. After looking over all their links I begin to think more of what we have at home and I would much prefer, taking everything into consideration, to play in the United States."

## Base Ball Wind-up

With the single exception of the National league, all the professional base ball associations have finished their season, and bats and balls have been laid away until spring once more awakens the rooters. In the big organization, although play continues, it is practically settled that Brooklyn will again prove the pennant winner, thus making this the ninth successive year in which the pennant has been won by a team whose initial letter is B. Boston finished first in 1892-3 and 1897-8, Baltimore in 1894-5-6 and Brooklyn in 1899.

The League pennant race was enlivened during September by the extraordinary winning streak of the Pittsburg team, but in the absence of assistance from other teams it was impossible for the Pennsylvania aggregation to close the gap that separated it from first place. Had other western teams been equal to the task of defeating Brooklyn, it is certain that Pittsburg would have done the rest. But while Pittsburg won, Brooklyn also won, hence the fruitlessness of Pittsburg's sprint. Later, New York and Philadelphia held Brooklyn down, but Pittsburg lost to St. Louis and Cincinnati, thus preventing a change in standing.

Few if any changes are likely to occur in the standing during the brief time that remains before the flag falls at the finish, and it is probable that the order at the end of the race will be as follows: Brooklyn, Pittsburg, Philadelphia, Boston, Chicago, St. Louis, Cincinnati and New York.

Thanks to the ability of Comiskey's pitching staff and the steadiness of his team's play, Chicago this fall rejoices in the first pennant it has captured in fourteen long years. Your Uncle Anson brought home his last flag in 1886, and it remained for the White Stocking team of the American League to duplicate Anson's performance. Notably weak in batting, but rich in pitching strength and the determination to play the game to its limit, the Chicago team took the lead in the American race before half the season had passed and maintained the advantage to the end, finally winning by a percentage of .607 to Milwaukee's .569. Indianapolis, last year the championship

## How Roque is Played

Roque is a game that has been slowly but scientifically developed from croquet. The court is 36 by 72 feet. It is surrounded by a cushion of wood, which permits a carom shot to be made, the same as in billiards. It is a game that fits in admirably between tennis and golf, as it does not require the vigorous exertion of tennis nor the long tramping of golf. Furthermore, it requires no special dress, except rubber soled shoes without heels.

The balls are  $3\frac{1}{4}$  inches in diameter and the arches but  $3\frac{1}{2}$  inches. The mallets

team, brings up third, with Detroit, Kansas City, Cleveland, Buffalo and Minneapolis following as named. The American league season has been noteworthy for fast, snappy play and good umpiring—two features most lacking in the National.

Providence took Eastern league honors, finishing first with a lead of 48 points over Rochester. Three eastern cities—Hartford, Worcester and Springfield—finished as named behind the leading two, and the list ends with three western cities, lined up in this manner: Toronto, Montreal and Syracuse.

Denver's percentage of .581 was sufficient to win Western league premiership over Des Moines. Sioux City finished third, and Omaha, St. Joseph and Pueblo fourth, fifth and sixth respectively.



ULSTER COUNTY SIDEPATHS.  
Near Saugerties, N. Y.

Photo by Frank Russell, Saugerties, N. Y.

By steady running throughout the season and taking three of every five games played, Dayton carried off the Inter-State league banner, notwithstanding Ft. Wayne's sturdy fight. Toledo was third, with the other teams following in this order: Wheeling, Mansfield, Anderson, New Castle and Marion.

Utica, Cortland, Rome, Schenectady, Albany, Binghamton, Troy and Elmira was the order of finish in the New York State league, while in the Connecticut state organization this was the order: Norwich, New Haven, Bridgeport, Bristol, Meriden, Waterbury, Derby and New London. Central league honors fell to Decatur. Danville was second, Bloomington third and Terre Haute fourth.

Rumors are again in circulation of the probable formation of a new national association to compete with the National league, but remembering the tales of last winter it is just as well to await developments.

are short-handled croquet mallets, made in the finest possible manner, with special features for assisting in making some of the difficult shots. The mallet head is from 7 to 8 inches in length and  $2\frac{1}{2}$  to  $2\frac{3}{4}$  inches in diameter. The balls are made of hard rubber or gutta percha and are perfectly round. The court is of clay, sprinkled with a topping of sand, and is almost as level as a billiard table.

The chief points of the game may be enumerated as follows:

1. Accuracy in making one ball hit another from the blow of the mallet. Here the accurate eye and the trained hand are needed, for at a distance of 70 feet a ball  $3\frac{1}{4}$  inches in diameter subtends a very small angle, and a very slight divergence of the line of direction of the mallet will cause the ball to go wide of its desired course.

2. Ability to take position in front of arches so as to pass through them successfully, for the arches, being only  $3\frac{1}{2}$  inches



wide, give little chance of passing through to a ball of  $3\frac{1}{4}$  inches.

3. The making of carom shots. The only means whereby a person can hit a ball when wired is by caroming upon an arch or from the border. Apparently impossible shots are thus frequently made, and, although the accuracy is not so great as in billiards, yet there is the greatest opportunity for the display of skill and the exercise of judgment in the matter of making carom shots from an arch or from the border. Sometimes the ball makes several caroms before hitting the desired ball.

4. "Wiring" an adversary's ball so as to leave no ball "open" or "exposed." This is done sometimes from a distance of 15 or 20 feet, and last, and greatest of all, is good generalship, for without this all excellence attained in the three preceding points will be manifested in a hard-fought game.

Closely associated with the first is the ability to "drive" the ball at a certain angle to reach a position desired. It is possible, also, that "jump shooting" ought to be added to these, for this, at first thought seemingly impossible, is a special feature with some players, and not infrequently they are relieved from an otherwise inextricable position by a timely jump shot, by which a ball from a peculiar downward stroke of the mallet may be made to pass over intervening arches and "capture" a ball supposed to be safe from all danger.

## Tennis Comments

English comments on the recent international lawn tennis matches at Longwood and Newport, are beginning to come in, and are being read by American players with much interest. Editorially the English official organ, *Lawn Tennis*, has this to say of the defeat:

"It is just as well to look the defeat of the Englishmen in America squarely in the face. A team which goes from England to America is handicapped in many ways—by the voyage, the want of practice on strange grounds with strange balls, which are softer than ours and require much more hitting; by the climate, etc. But all this is inseparable from such a visit, and is known perfectly well beforehand. An American team which came to England would be handicapped in the same way, except that it would probably take the wise course of arriving in the country long enough beforehand to get used to changed conditions. Neither English nor American players are seen quite at their best when playing in each other's country. It is therefore a cruel surprise for a visiting team when it is introduced to a service to which it is unaccustomed, and it explains with great clearness the reason for defeat. This is quite enough. We know that our men did their level best, and that they were not good enough to win in America. To make excuses for them is quite unnecessary, for none are required.

"But we cannot help thinking that Amer-

ican lawn tennis players are in some ways very much behind the times. Their countrymen who play cricket would scorn to use anything but the best materials and to play on wickets, which a local village in England would despise and the result is that the art of making wickets is as much a science as it is in England and Australia. But American lawn tennis players still continue to play on courts which would not be owned by the giver of a suburban garden party in England; courts which are 'hairy,' badly prepared and altogether poor."

### Streets and Street Railways

I am requested, by Representative E. Stanley Thomas, of Fremont, O., to answer through the MAGAZINE the following question, "Does a street railway laid in the center of a road or street divide it into two roads so far as the meeting and passing of vehicles is concerned?"

My answer is no, not when properly laid and used. The presumption is that the street railway will be so constructed and used that it will not materially and unreasonably interfere with the use of the street by other vehicles, and persons using the street may drive over the street railway as freely and fully as any other part of the street, provided only that they do not unreasonably interfere with the necessary and reasonable use of the streets by the street cars. If it were otherwise street railways would not be permitted in the streets as they now are. This being true there is no obstruction or division of the street by a properly laid track, and the drivers of vehicles must keep to the right of the center of the street regardless of the location, as regards the center of the street, of the railway upon the street.

It is true that the local authorities sometimes permit the street railway companies to so construct and so use their railways that they constitute an unlawful obstruction to the street. In my own city one street is actually divided into two parts by a double track on a grade, elevated a foot or more above the street with a stone curb on each side of the elevated portion of the street. Such a case is not within the intent and theory of the law concerning the use of the streets by the street railway companies. Such cases are impositions upon the public, permitted by the local authorities, and have no more legal standing than any other unlawful obstruction of the street, and cannot be considered in any other light than unlawful obstructions. What constitutes an unreasonable use of the streets by the street railway companies in any particular case is a question for the courts to decide. When a street railway is such an unlawful obstruction the conduct of the public in using the street must be governed by the particular circumstances of each case the same as if the obstruction were caused by some other means.

Yours truly,

A. B. CHOATE.

Sept. 21, 1900.

## A Page of Census Figures

Growth of Cities in the 100,000 Class

During the Last Decade

Although census figures are not to be classed as bicycle literature, we consider that the present public interest in reports from Director Merriam's Bureau is sufficient guarantee that a compilation of census figures will be well received by L. A. W. MAGAZINE readers, and, therefore, we have prepared for this issue a tabulation dealing with the cities that now have more than 100,000 population.

The list herewith includes thirty-five cities. Ten years ago there were but twenty-nine cities having a population of 100,000 or more, including Brooklyn which has since been absorbed by New York City.

In 1890 the first thirty-five cities included also Richmond, Lowell, Nashville and Albany, none of which is shown in the present list. Toledo, Paterson and Fall River have outgrown them.

Toledo has made the greatest gain in position and in percentage of gain, having jumped from thirty-seventh to twenty-sixth place, by showing a percentage of increase of 61.88. New York, of course, shows the greatest gain. Cleveland is the only city that has grown from second in size to the metropolis of a state. Omaha is the only city to show a loss.

	Census 1900.		Census 1890.		Gain.		Percent Gain.	
	Rank.	Population.	Rank.	Population.	Rank.	Number.	Rank.	Percent.
New York .....	1	3,437,222	1	2,192,591	1	944,631	11	37.09
Chicago .....	2	1,698,555	2	1,099,850	2	598,725	3	54.44
Philadelphia .....	3	1,293,697	3	1,006,964	3	286,733	24	28.57
St. Louis .....	4	575,298	5	451,779	4	123,518	18	27.33
Boston .....	5	560,892	6	448,477	6	112,415	22	25.07
Baltimore .....	6	493,561	7	394,429	11	99,132	32	24.15
Cleveland .....	7	381,768	10	261,353	5	120,415	4	46.05
Buffalo .....	8	352,219	11	255,664	7	96,555	10	37.77
San Francisco .....	9	342,782	8	298,997	17	43,785	33	14.64
Cincinnati .....	10	325,992	9	296,908	27	28,984	34	9.77
Pittsburg .....	11	321,616	13	238,617	8	82,999	14	34.78
New Orleans .....	12	287,101	12	242,039	16	45,062	31	18.62
Detroit .....	13	285,704	15	205,876	10	79,828	9	38.77
Milwaukee .....	14	285,315	16	204,468	9	80,847	8	39.54
Washington .....	15	278,718	14	230,392	15	48,326	30	20.98
Newark .....	16	246,070	17	181,839	12	64,230	13	35.33
Jersey City .....	17	206,433	19	163,003	20	43,430	20	26.61
Louisville .....	18	204,731	20	161,129	18	43,602	19	27.06
Minneapolis .....	19	202,718	18	161,738	21	37,980	27	23.05
Providence .....	20	155,597	25	132,136	19	23,461	16	32.88
Indianapolis .....	21	169,161	26	106,436	13	62,725	2	60.44
Kansas City .....	22	163,552	21	132,716	24	30,836	25	23.29
St. Paul .....	23	163,632	23	133,156	25	30,476	23	23.89
Rochester .....	24	162,465	22	133,896	28	28,569	29	21.31
Denver .....	25	133,859	28	106,713	29	27,146	21	25.44
Toledo .....	26	131,822	37	81,434	14	50,388	1	61.88
Allegheny .....	27	126,896	27	105,287	33	21,609	26	23.37
Columbus .....	28	125,560	30	88,150	22	37,410	5	42.44
Worcester .....	29	118,421	32	81,655	23	36,766	7	39.86
Syracuse .....	30	108,374	34	88,143	34	20,231	28	22.95
New Haven .....	31	108,027	34	81,298	32	26,729	16	32.88
Paterson .....	32	105,171	36	78,347	30	26,824	15	34.24
Fall River .....	33	104,863	40	74,398	26	30,465	6	40.95
Omaha .....	34	102,555	21	110,452	*	37,987	*	26.98
Seranton .....	35	102,026	33	75,212	31	26,814	12	35.65

\*Loss.

### Wanted Cash in Advance

The Yorkshireman is proverbially a good business man, and the following story in connection with one of the clan who lives on a road where there is not much traffic by cyclists is worth repeating. The other day he accosted a chance wheelman just as the latter was about to ride down (to him) an unknown hill, and the following dialogue ensued: "Say, measter, art ta goin' to ride down there?" "Yes," responded the cyclist. "Weel," said the tyke, "Ah'll trouble thee for two-punten." "What for?" gasped the cyclist. "Weel, ye see," said the Yorker,

"ma hoos is at t' bottom o' t' hill, and t' railings cost me two-pun-ten." "What's that to do with me?" asked the wondering wheelman. "Joost this. Every sysieklit what rides doon that hill knocks ma railings down with his head, and, as the last idiots were deed afore Ah could collect damages, Ah'm joost goin' ta take ta money at ta top." The cyclist smiled a sickly smile, handed over a "drink" and walked down the hill.

Don't try to ride through trolley cars at street crossings. It is much easier to wait and go around them.



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AND GOOD ROADS

OFFICIAL ORGAN OF THE

League of American Wheelmen

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The Department of Agriculture has adopted a wise good roads policy in demonstrating to farmers the value of good roads by building experimental sections instead of attempting to force farmers to change their ideas and take up the work or in advocating levying taxes for the construction of roads. And this policy appears to be the only one by which the cause of road improvement can be permanently advanced in the rural sections. Secretary Wilson is pleased with the results thus far obtained. In Harper's Weekly he says that the experiments already made have created such a demand for further and more extensive object lessons in road building that he has determined to organize the office of public road inquiries on broader lines and prepare it to do more thorough work. He proposes "to divide the United States into districts, and to secure an educated agent in each of those districts to study conditions, confer with scientists and practical road makers, address students and educational institutions, and make reports of work done and proposed to be done that will form the basis of road literature." Secretary Wilson is an experienced farmer. He knows that road improvement must come through farmers, and he also knows that farmers are more easily led than driven.

League members have now an opportunity to benefit the League by giving careful thought to the proposed changes in constitution and by-laws, which are printed in this issue, and suggesting to members of the committee on revision or of the national assembly such amendments as appear to be worthy of consideration. The committee's report is presented at this time in order that League members may become acquainted with its character sufficiently previous to the meeting of the national assembly to permit of the offering of suggestions, and no member who is earnest in his support of the League should overlook

this chance to prove his interest, and at the same time to benefit the body. The national assembly is necessarily a hasty organization. Its time is limited and its work must be transacted rapidly. The national assembly, in consequence, is likely to make mistakes, and in adopting a new constitution and by-laws mistakes are certain to occur unless in the time intervening before the meeting of the national assembly the membership at large makes its wants known by presenting its opinions.

Initiated in this issue of L. A. W. MAGAZINE, is a new department, devoted to the sports of manly men and womanly women, in which our purpose shall be to present each month a dignified review of occurrences on the fields of golf, tennis, foot ball, base ball, basket ball, roque, etc., and, following out the now established style of this publication, we shall adhere to that which is best and most interesting and avoid the trivial, the routine and the merely local. The Boston Globe has no sporting page. On the contrary its news of sporting events is spread upon various pages of the paper without attempt at classification. Asked for an explanation of this unusual style, the Globe editor remarked that all men and all women are interested in sporting affairs to quite as great an extent as in the movements of human life generally, and that under the circumstances the Globe saw no necessity of classifying its sporting news. This opinion is well founded. It is the result of many years of experience in the newspaper field, and as such it is entitled to high consideration, for few men are more amply qualified to analyze public character than are men whose lives have been spent in catering to the public demand for news. We believe, with the Globe, that interest in sports is widespread and general, and that all men are to some extent the patrons of pastimes, and, therefore, in presenting to our readers a monthly review of honorable sports, we feel that we are publishing a department that will appeal to nearly every member of the League and will enjoy general commendation.

In our efforts to make the L. A. W. MAGAZINE distinctly creditable to the League and thoroughly agreeable to its members we have frequently been reminded of the fact that advances might be made if the army of League members were to accept an invitation to assist in making the official organ a publication produced BY League members as well as for them. To this end we invite the co-operation of the membership. Let us have your assistance. Forward to us photographs of interesting scenes and items of event likely to concern wheelmen. Short sketches of wheeling adventures are also solicited. Credit will be given when photographs or other contributions are published and payment will be made after publication to contributors who notify us that payment is expected. Especially do we request that League members keep us informed as to new bicycle ordinances, bicycle legal actions and the advancement of good roads and sidepath interests.

# L. A. W. OFFICIAL DEPARTMENT

## What We Are About to Say is That

All interest now centers in the work of the revision committee. We publish, this month, the proposed code of rules so far as completed. It will bear careful study.

It seems to us that we need simplicity in our rules and this object should be aimed at above all others. The present constitution and by-laws are a thing that we have grown to. Experience has taught us the easiest methods of work and these have been adopted from year to year. The rules under which we are now living are in many ways admirably adapted to our purposes. We do not believe that it is well to make a change where no benefit will be derived. It cannot be denied that we need to make certain radical changes in our laws but it does not follow that we need to sweep away the whole fabric and substitute other methods of detail which are untried.

The League, between sessions of the national assembly, has been conducted under the supervision of an executive committee composed of three members. It is an easy number to handle. Meetings can be held at little expense. There is very little work for the committee to do and three men can do it much better and with less friction than can a larger number. The proposed constitution substitutes a board of directors of twelve for the committee of three. The change will not simplify our work, nor will it lessen the expense.

There has been very much talk about the incorporation of the League. This matter has come before the national assembly some ten or a dozen times and in every case the committee that has been appointed has reported inexpedient. Quoting from the report of a very prominent worker in the League who had this matter before him for consideration as chairman of a reorganization committee—"We cannot believe it expedient to incorporate. The League is a national body and we should keep it so. The minute you incorporate you make it a state organization. We like to meet at different places and hold our elections at different places. We must not be all for the east. We must go west occasionally. If we incorporate all our meetings must be in one state and we must hold all elections in that state. Already the cry comes from the west that the League is all for the east. It will not do for us to give up our national standing and be the institution of any one state. The cry of financial responsibility is a bugaboo. The League will never fail to honorably stand by its obligations. If they sue one of us they must sue all. No man will undertake to sue ten thousand members scattered all over the country. This is our protection if we need it. We have a healthy rivalry between the different divisions. It is a good thing to encourage. If we were to incorporate which state should we choose? Any choice would be a mistake." These words were spoken on the floor of the assembly many years ago by one who has now passed on. They have been quoted frequently and very often referred to. We believe they are as true now as they were at that time.

The personal liability feature of a voluntary organization is often brought up. One member, with more enthusiasm than judgment, writes to the MAGAZINE that incorporation will bring us thousands of members. We venture the

counter proposition that it would lose us thousands of members to incorporate and for the reasons that Stephen Terry gives in his report. It should be remembered that the officers of an incorporated organization formed not for profit are personally responsible for all debts. This throws the responsibility from the many to the few and it is much easier to sue the few than the many. It is asking a great deal of any man to serve in an official capacity without compensation and as well assume responsibility for debts.

The revision committee has not declared for incorporation and we doubt if they would do so. To introduce a thing of this kind would lead at once to a war between states, it would stir up all the jealous feelings now slumbering between the east and the west and it would injure us beyond computation.

The important question now before us is just how to organize the subordinate bodies. It is very generally agreed that the number necessary to qualify for a division is now too small. The committee fix the number at five hundred. We must, however, have minor organizations and this will come in the way of consulates. The committee has not yet provided the rules for these but their ideas are fixed upon organizations confined to cities, towns or counties. These small organizations should have a voice in the management of the League and they should have a drawback on dues paid in. The adjustment of the relations between the consulates and the League so far as the proportion of dues allowed them and their rights and powers in the government is the most important of all the items to be dealt with in reorganization and we regret that the ideas of the committee are not before us for consideration. When we cut the division limit to five hundred members we will have but ten divisions in all of forty-five states. Wisconsin and Michigan would have the divisions farthest west and there would be no division south of Maryland. With this in view we need to consider how our interests are to be fostered in the remaining thirty-five states.

We believe in the consulate. Here men are in touch one with another and they can work to advantage. We believe the consulates should have a liberal share of the dues and that they should be encouraged in every way. The attempt to promote divisions in the sparsely settled great states of the west has been a failure. We believe we could have live, active and enthusiastic organizations in some of the cities of the plains.

One feature of the new code should have a careful consideration. While the committee would reduce the division limit to five hundred they will allow the membership of any non-division state to be attached to the membership of a division. Thus the two western divisions might have a scramble to secure the membership in every one of the trans-Mississippi states. We cannot see what good purpose can be accomplished in this, and we do see danger from the greed of divisions in search of homeless membership.

It is an idea of the committee that states with membership less than five hundred may be united as one division. It has been the fault of our system that in the sparsely settled states our membership has been too widely separated. The suggestion of the committee but aggravates



the trouble. This would allow but two divisions west of the Mississippi where we at one time had 11,722 members and now we have but 1,379 members. It would allow three divisions south of Mason and Dixon's line, where we did have 5,305 members and where we now have 1,991 members. The specific for the cure of this condition is not distention, it is concentration in the consulate.

Remaining a little longer with the powers of the divisions, the committee proposes that the assembly shall be made up of one delegate chosen for every five hundred members in a division. All the division officers, ex-officio, are cut out. This would mean that the assembly would have delegates from the ten divisions alone. All the other states would be shut out except they come in as members of the combined divisions, and even at its best this plan would give but two votes in the assembly to all of the country west of the Mississippi and three votes to the south. It would give the assembly an elected membership of forty-five on the present basis of membership.

The question of elections occupied considerable time in the committee room. It was urged that all national officers, including the delegates to the assembly, be elected by popular vote. The majority of the committee was not in favor of the plan but Mr. Uhle will bring it before the assembly in a minority report. We thoroughly believe in this plan. It is quite time that we gave the individual member a voice in our government and a more direct contact with it than he now has. We believe it will be a wise and popular measure if we go to the whole membership with the annual election.

We believe the committee has gone a little too far when it forbids a division to pay any salaries or to spend money for road books. So long as we have divisions we believe they should in a large measure shape their own work and decide their own financial policy. It is hardly to be expected that men will be found ready to take up the detail work of the large divisions and do it without something in the way of compensation.

The committee makes provision for the reception of members without publication and this is necessarily complicated. No provision is made for an editor. The importance of a good paper does not seem to have been regarded sufficiently in providing for an organ.

Other points will occur to the member as he reads over the document. By all means let us have a full and free expression of opinion on these matters.

The World and Wheel are one. This marriage of the two pioneers in cycling journalism still further reduces the number of cycling papers and it leaves but one in the east. Time was when there were upwards of fifty papers published in the interest of cycling. Those were the boom times.

It is periodical time. If you subscribe for anything in the way of a periodical do it through us. Send for our list of selected magazines and note our prices. We save you money and give you the best of service.

The scriptures say that a good name is rather to be chosen than great riches. This had an exemplification quite recently in New York City when an effort was being made to secure a theft insurance policy for the members of the organization protecting the members from loss due to the theft of their wheels. "We have not a very high opinion of bicycle riders," said the president of the company in discussing this matter, "and we prefer not to entertain the suggestion. Our experience has been that when the average bicycle rider was in hard luck that he was, to put it mildly, criminally negligent especially when he remembered that by this negligence he was likely to secure a financial reimbursement." "But," expostulated the representative of the League of American Wheelmen, "this policy is wanted, not for the average rider of whom you speak, but for the members of the League of American Wheelmen, and is to be issued only to such members as may be in good standing." "That is another matter," the president promptly responded. "We would not think of issuing a general policy of this nature, but if it is for the members of the League of American Wheelmen, then it is an-

other matter. I am a member of that organization myself, and I have been thrown in contact with many of their members and have no reason to fear dire consequences as a result." Arrangements were made to issue a policy for the members of the L. A. W. which will reimburse them to the extent of two-thirds the value of their wheel if it is stolen from them during the period of one year from the date of the policy. It is the first time that a well organized, rich stock company has ever undertaken the risk of writing such a policy, and that an exception was made on behalf of the League of American Wheelmen is a compliment to the organization which is inexpressible in words. This policy will meet every requirement of the members, and will be used with an excellent accident and health policy which we are now negotiating for. Insurance is something that every man, woman and child wants, and it is our intention to get it for them and get the best at the lowest club rates.

Following closely the political parties in other states, New York has demonstrated her fitness to be considered a leader in all matters by the insertion in the platform of one of her parties of the most liberal, concise and conspicuous good roads plank that has ever been placed in a state or national platform. The democratic state convention adopted last month the following excellent plank, suggested and requested by the highway improvement committee of the League of American Wheelmen:

"As the improvement of the rural highways adds to the comfort and welfare of the people and materially adds the producers of the state by affording them more easy access to market, increasing the value of farm property, we favor liberal expenditures by the state for the construction and maintenance of such highways and roads. And we favor organized movements having for their object the building and improvement of the highways, roads and bicycle paths."

It would be hard to secure a stronger plank in any platform than this. It sums up the situation with a terseness and force which is commendable, and serves as an excellent contrast to some of the obtuse declarations, which have been inserted in platforms in other states. The wheelmen should see to it that the lead established by New York should be followed in every state. When a party makes a promise so distinct and precise as the one just quoted, it would be hard for them to renounce it if they were so disposed, in event of success. The highway improvement committee will see to it that if the democratic candidate is elected in New York that the promise of his party will not be forgotten. The plank was secured by the efforts of wheelmen and members of our organization, the chief supporter of whom was Captain W. C. Towne, of New York, who is one of our oldest members. The members of the L. A. W. are now represented in every great assemblage, and the wheelmen may rest assured that their interests will not be overlooked so long as this is the case.

Our new accident policy is taking well. That all may know the terms of the policy we give them below:

"For value received, the New Amsterdam Casualty Company will pay to the beneficiary one thousand dollars, provided the assured is killed or sustains fatal injuries caused solely by external, violent and accidental means, and which shall be the sole cause of death within one month from the date of the event causing the injuries, while traveling within the limits of the United States as a passenger in a place regularly provided for the transportation of passengers, within a public conveyance, licensed steamboat or elevated railroad train, provided by a common carrier for passenger service only, in consequence of a collision or other accident causing actual damage to the conveyance in which assured is riding. And should the assured sustain injuries caused solely as specified above which shall not prove fatal as aforesaid, but which shall immediately, continuously and wholly disable and prevent the assured from performing any and every duty pertaining to any business or occupation, the company will pay the assured five dollars per week during the time of such disablement, but in no case for more than five weeks for any one accident.

Cyclists—And should the assured, while riding upon a bicycle within the limits of the United States, sustain such non-fatal injuries as described in the foregoing paragraph hereof and caused directly and solely by a collision with any conveyance except a bicycle, the company will pay the assured five dollars per week during the term of disablement as aforesaid, but in no case for more than five weeks for any one accident. This insurance is limited to one coupon-contract for each holder, is for the term of three hundred and sixty-five days from the date of issue hereof, and applies only to persons over sixteen years of age and under sixty-five years of age. Price to L. A. W. members fifty cents. Not sold to others. This policy cannot be obtained elsewhere for less than \$1. Send name, address, and fifty cents to Abbot Bassett, secretary of the L. A. W., 550 Atlantic avenue, Boston, Mass. No special form of application blank required. Policy sent through mail at risk of member. Send cash for registry if you would be safe.

### The League of American Wheelmen

Is an organization to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways by promoting in the public mind a sense of the utility, general economy, and desirability of high-class roads, and persuading legislators to make laws and provide money to create better highways. We have influenced, already, very much legislation, but our work is no more than begun. We need the influence and the contribution of every wheelman to further this work.

We protect our rights and promote our interests by influencing legislation favorable to wheelmen, and by opposing the same if prejudicial to our work.

In brief, we seek by co-operative endeavor to secure results not otherwise obtainable.

We invite every man of good character who rides a wheel to join us in prosecuting the good work we have undertaken.

Every full-paid member is entitled to the Official Organ, which is published monthly.

By co-operative endeavor we publish road books, maps, hand books, etc. The work of collecting and compiling is done by our zealous members, and thus we do the work at small expense and give our members the benefit.

Our Hotel system gives to members a discount at hotels when traveling.

Our Consul system provides a man in every town and city whose duty it is to assist touring members. Our spirit of fraternity unites wheelmen in a common brotherhood.

Our system of Repair shops secures repairs to League members at reduced rates.

Our agitation and work in the Legislatures of different States has given to wheelmen the free carriage of wheels as baggage on the railroads. Our work in this direction is incomplete. We have done much, but much remains.

Membership in the L. A. W. entitles one to receive a ticket of membership in the Cyclists' Touring Club of Great Britain. The C. T. C. has a very complete system of hotels, consuls, repair shops, etc., in Great Britain and on the Continent, and the use of these, at reduced rates, is at the command of ticket holders. Holders of the C. T. C. ticket can obtain free entry of their cycles into France, Germany, and other continental countries, but if they intend visiting Belgium, Switzerland, Italy or Austria, it is recommended that they become members of the C. T. C. The latter countries require that the ticket must contain photograph of the holder and the official stamp of the C. T. C., which must be applied at the London office. Great Britain has no customs duties on wheels.

We have an arrangement with the Canadian Government whereby members of the L. A. W. may take wheels into Canada, for a period not to exceed three months, without a deposit of money for the duty. The L. A. W. personally guarantees the return of the wheels to America and thus stands behind the member. Non-members must deposit \$25.00. We supply, gratis to members, a ticket of membership in the Canadian Wheelmen's Association which will secure hotel and consul privileges in Canada.

Our Touring Department collects and distributes information regarding routes and

tours, and its services are at the command of our members at all times.

If the L. A. W. should do nothing for wheelmen for many years, there is not a wheelman in the United States but owes it his support for what it has done in the past.

It costs Two Dollars for the first year. One Dollar for each year thereafter. These amounts include a yearly subscription to the Official Organ. If the paper is not desired, send 25 cents less in each case.

### Officers for 1900 and 1901

President, CONWAY W. SAMS,  
Bank of Baltimore Building, Baltimore, Md.  
First Vice-President, ROBT. T. KINGSBURY,  
Keene, N. H.  
Second Vice-President, A. B. CHOATE,  
Temple Court, Minneapolis, Minn.  
Treasurer, J. C. TATTERSALL,  
Box 329, Trenton, N. J.  
Secretary, ABBOT BASSETT,  
Russia Bldg., 550 Atlantic ave., corner Congress  
st., Boston, Mass.

### National Committees

MEMBERSHIP—  
W. A. Howell, chairman, Box 1073, Rockville,  
Conn.  
Frederick C. Stillson, Battle Creek, Mich.  
Chas. W. Mears, Seneca and St. Clair sts.,  
Cleveland, O.  
RIGHTS AND PRIVILEGES—  
Herbert W. Knight, Prudential Bldg., Newark,  
N. J.  
George E. Miner, Potter Bldg., New York  
City.  
W. M. Glenn, Tribune, Kan.  
RULES AND REGULATIONS—  
Albert Mott, chairman, W. Arlington, Md.  
Herbert W. Hayes, 70 Kilby st., Boston, Mass.  
Thomas Hare, 205 No. 13th st., Philadelphia,  
Pa.  
IMPROVEMENT OF HIGHWAYS—  
H. B. Fullerton, chairman, Hollis, Long  
Island.  
TOURING—  
Geo. M. Schell, 639 Bourse Bldg., Philadel-  
phia, Pa.  
PRESS—  
Geo. L. McCarthy, 212 East 124th st., New  
York City.

### Division Officers

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

Colorado—Chief Consul, Thomas H. Gist, 808 16th st., Denver. Secretary-Treasurer, A. H. Searles, 1728 Lawrence st., Denver.  
Connecticut—Chief Consul, F. W. Starr, Pope Mfg. Co., Hartford. Secretary-Treasurer, W. A. Wells, Norwich.  
Delaware—Chief Consul, Wm. Kirk, Box 166, Wilmington. Secretary-Treasurer, Walter D. Bush, Jr., 404 So. Clayton st., Wilmington.  
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Illinois—Send all renewals and applications to Abbot Bassett at headquarters in Boston. Chicago agent, Walter Faraday, Marquette Building, Chicago.  
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urer, R. H. Carr, Jr., 607 and 621 Law Bldg., Baltimore.

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Montana—Chief Consul, Lewis Penwell, Helena.

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JAPAN—Raisa Eari, 14 Shimonon st., Nihonbashi, Tokio.

CUBA—Alfred F. Terry, Sta Ysabel 25, Cienfuegos.

### Proposed Amended Constitution for the League of American Wheelmen

#### PREAMBLE.

The League of American Wheelmen, organized in the city of Newport, Rhode Island, May 31st, 1880, hereby reaffirms its fundamental duty to be the securing of cyclists' rights and good roads, and now in its 21st year, ordains the following amended constitution:

#### Article I.

##### NAME AND OBJECT.

Section 1. This organization shall be known as the League of American Wheelmen.

Section 2. The League of American Wheelmen exists to defend the rights of cyclists, to obtain benefits for its members, to facilitate touring, and to secure the construction and maintenance of good roads and cycle paths.

#### Article II.

##### MEMBERSHIP.

Section 1. The active members of the League are the present members of the League, and such other white wheelmen or persons above the age of sixteen years, as comply with the by-laws of the League relating to applicants for membership.

Section 2. Honorary membership may be conferred by a majority vote of the National Assembly of the League, upon such persons as are distinguished for promoting the interests of cyclists or for securing good roads.

#### Article III.

##### THE NATIONAL ASSEMBLY.

Section 1. There shall be held in each year a National Assembly of delegates, chosen in the manner provided in the by-laws of the League.

Section 2. The National Assembly, when in session, exercises the whole power and authority of the League, except as restrained by this constitution and the by-laws of the League.

#### Article IV.

Section 1. The national officers of the League are a president, first vice-president, second vice-president, auditor, secretary-treasurer and eight directors.

Section 2. The national officers shall be elected by ballot at the annual meeting of the National Assembly, for the term of one year and until their respective successors have been severally elected and have accepted their offices.

Section 3. The candidate for any national office, who has the highest number of ballots cast, shall be declared elected, and his term of office shall begin forthwith, upon the report of the tellers of the election.

Section 4. The president of the League shall be the chief executive officer of the League, and the presiding officer of the National Assembly. By and with the advice and consent of the national executive committee, he shall manage the affairs of the League, but subject always to this constitution, the by-laws of the League, the resolutions of the National Assembly and those of the board of directors.

Section 5. No officer of the League or of any division shall receive salary, excepting only the national secretary-treasurer.

#### Article V.

##### THE NATIONAL COMMITTEES.

Section 1. The board of directors of the League is composed of the president, the first vice-president, the second vice-president and the eight directors.

Section 2. For the better management of the affairs of the League, there shall be the following national committees:

I—Executive, composed of the president and the two vice-presidents.

II—Membership, composed of one director, the national secretary-treasurer, and the secretary-treasurer of each division of the League.

III—Rules and Regulations, composed of one director and the chairman of each division rules and regulations committee.

IV—Rights and Privileges, composed of one director and the chairman of each division rights and privileges committee; each member of this committee must be an attorney at law.

V—Improvement of Highways, composed of one director and the chairman of each division improvement of highways committee.

VI—Side Paths, composed of one director and the chairman of each division side path committee.

VII—Touring, composed of one director and the chairman of each division touring committee.

VIII—Press, composed of one director and the chairman of each division press committee.

IX—Local Organization, composed of one director and the chief consul of each division.

Section 3. The president shall appoint the director who is to serve on each national committee and the chairman of each national committee (who may be any member of the League). The president may appoint additional members to serve on any national committee, except the executive committee. All such appointments shall be for the remainder of the current presidential term and shall be subject to the disapproval of the board of directors, when duly convened.

Section 4. Among other duties, the national right and privileges committee shall define, explain and interpret the provisions of this constitution, the by-laws of the League, or a resolution of the National Assembly; and the determination of the committee shall be final and conclusive, until and unless reversed in some succeeding National Assembly, by the same vote as is required for the adoption of an amendment to this constitution.

#### Article VI.

##### DIVISIONS.

Section 1. For local government, the League membership shall be divided into such divisions, with such powers and duties, as the by-laws may provide.

#### Article VII.

##### THE BY-LAWS OF THE LEAGUE.

Section 1.—The National Assembly may, from time to time, enact such by-laws, not inconsistent with the express provision of this constitution as may be legal, proper and convenient for the good government of the League.

#### Article VIII.

##### AMENDMENTS.

Section 1. Any two members of the League may propose an amendment to this constitution, by stating in writing the words of the proposed amendment and the place of its insertion, or the words proposed to be stricken out and their place in this constitution.

Section 2. Such written proposal shall be delivered to the secretary-treasurer of the League, not less than thirty days before the annual meeting of the National Assembly; and the secretary-treasurer shall promptly send a copy of the proposed amendment to each member of the National Assembly and of the national executive committee, and two additional copies to each member of the national rules and regulations committee.

Section 3. At the next ensuing annual meeting of the National Assembly, the national rules and regulations committee shall report upon each proposed amendment; but the failure of the committee to report shall not prevent the consideration of the amendment.

Section 4. No change shall be made in the language of any proposed amendment, except upon a reference to and a report from the national rules and regulations committee; and no amendment shall be considered by the National Assembly, until a motion to debate the proposed amendment has been carried in the affirmative.

Section 5. An amendment to this constitution must be adopted by the affirmative ballots of at least two-thirds of the delegates present and voting at the National Assembly.

Section 6. In cases of extreme necessity, a mail vote of the Assembly may be taken and a three-fourths vote shall be required for adoption of proposed amendment.

#### Article IX.

##### TEMPORARY PROVISIONS.

Section 1. This constitution shall take effect, except as provided in this Ninth Article, immediately upon its adoption in the manner provided in the Ninth Article of the constitution of the League, which was in force March 1st, 1900; and the said constitution of March 1st, 1900, shall forthwith upon the adoption of this constitution, become void and of no effect.

Section 2. At any meeting of the National Assembly, upon the report of the national rights and privileges committee, that this article has fulfilled its purpose, the National Assembly may direct the omission of this article from this constitution.

Section 3. By-laws in conformity with this constitution, shall be adopted by the National Assembly, as speedily as possible and until such action by the National Assembly, the by-laws of the League, in force at the time of the adoption of this constitution, and not inconsistent herewith, are continued.

#### Proposed Amended By-Laws

#### Article I.

##### APPLICATIONS FOR MEMBERSHIP.

Section 1. An application for membership in the League of American Wheelmen must state in writing over the applicant's own signature, the full name, residence and postoffice address of the applicant; whether of the age of 16 years or under that age; whether a bicycle rider or not; occupation, if any; and as reference for character, the name and official title of any officer of the League, or the name and address of any member of the League, or such other references as may be convenient.

Section 2. Each application must be accompanied by one dollar for the entrance fee and seventy-five cents additional for one year's dues; also with twenty-five cents additional, if the official organ is subscribed for.

Section 3. An application for membership in the League may be presented to the secretary-treasurer of the League or to the secretary-treasurer of the division whose bounds include the applicant's postoffice address. If the application is presented to the secretary-treasurer of the League, he shall immediately send a copy of the application to the proper division secretary-treasurer and notify him of the receipt of the entrance fee and dues.

Section 4. The national executive committee may make regulations for publishing the name and address of each applicant, as may seem desirable.

Section 5. When the application for membership complies with this article of these by-laws and there is no protest against the admission of the applicant, the division secretary-treasurer shall at any time within thirty days after the receipt of the application, recommend to the chairman of the national membership committee, the admission of the applicant to membership in the League. The chairman of the national membership committee shall, as he may deem best for the League, admit the applicant to membership, or at any time within ten days after receiving the recommendation of the division secretary-treasurer, refer the application to the next meeting of the national membership committee. Provided, however, that upon the receipt by the national secretary-treasurer of an application for membership accompanied by proper guarantee he may at once issue a ticket of membership to the applicant.

Section 6. Any member of the League may protest in writing against the admission of any applicant for membership. A protest may be filed with the division secretary-treasurer at any time before his recommendation to the chairman of the national membership committee; in which case, the division secretary-treasurer shall transmit the protest with the application and any recommendation added which he may deem advisable. A protest may be filed in the first instance with the chairman of the national membership committee at any time before he



decides to admit the applicant to membership. A protested application must be referred by the chairman of the national membership committee for action by that committee; and the action shall be first by a mail vote, to admit or reject or further consider the application. If the mail vote is for further consideration, the application shall be considered at a subsequent meeting of the committee.

Section 7. A protest received by the division secretary-treasurer after his recommendation to the chairman of the national membership committee, must be immediately forwarded to the chairman by the secretary-treasurer. A protest received by the chairman of the national membership committee after his action in admitting the applicant, shall be treated as a protest against a member.

Section 8. When a mail vote of the national membership committee is taken on a protested application for membership, a copy of the application, the protest, the recommendation of the division secretary-treasurer and a report by the chairman of the committee, must be sent to each member of the committee along with the notice of the taking of the mail vote.

Section 9. An application referred by a mail vote to a subsequent meeting of the national membership committee, can be acted upon only at a meeting where a majority of all the members of the committee is present and voting.

Section 10. Immediately upon the granting of membership to any applicant, the papers acted upon shall be filed with the national secretary-treasurer and the national secretary-treasurer shall forthwith send the membership card to the new member and notify the division secretary-treasurer of the new member's name, number and address.

Section 11. Immediately upon the rejection of any application for membership, all the papers relating to the application shall be filed with the national secretary-treasurer and be held subject to the directions of the national executive committee. The national secretary-treasurer shall immediately on the filing of the papers with him, return to the applicant such money as he may have paid to the League and notify him of his rejection but without stating the reasons for such rejection.

#### Article II.

##### MEMBERSHIP.

Section 1. Membership shall begin on the day the application is granted.

Section 2. Each member shall be assigned to the division whose bounds include the residence of such applicant.

Section 3. A member once enrolled shall remain so enrolled until the enrollment is changed at the request of the member or by direction of the national membership committee after action as provided in the case of a protested application for membership.

Section 4. The national secretary-treasurer shall furnish at the expense of the League, each member with a membership card, immediately upon the receipt by him of the member's annual dues.

Section 5. The membership card shall contain the name of the League, the member's name, League number and address and the year and day of the month to which the dues have been paid and on which the card will expire. The national executive committee shall annually direct the form, style and language of the membership cards, taking care to make each issue distinctive from the cards of other years.

Section 6. After the annual membership card has been issued to a member, if the member's card is lost or mislaid or the member's residence is changed from the bounds of one division to within those of another, the member may apply in writing to the national secretary-treasurer for a duplicate card. The application must be accompanied with a fee of ten cents. Members shall be notified upon the expiration of membership. A member may renew his membership at any time within two months of its termination or at any time after its termination, but in no case shall he be excused from paying full dues for each complete year of membership.

Section 7. The national secretary-treasurer shall keep a correct roll of all the members of the League, and each division secretary-treasurer shall keep a correct roll of all the members enrolled in his division. The roll shall be kept

in the form and manner to be directed or allowed by the national executive committee. The division executive committee may give to the division secretary-treasurer any further directions, not inconsistent with those of the national executive committee.

#### Article III.

##### DUES AND FINANCES.

Section 1. Each member shall pay annually as dues, the sum of seventy-five cents and twenty-five cents additional for the official organ.

Section 2. The annual dues and subscriptions may be paid either to the national secretary-treasurer or to the secretary-treasurer of the division in which the member is enrolled; the division secretary-treasurer shall notify the national secretary-treasurer daily, of the names of the members and the amounts paid by them.

Section 3. The division secretary-treasurer shall account to the national secretary-treasurer for all subscriptions to the official organ, received by the division secretary-treasurer.

Section 4. Two-thirds of the annual dues of the members shall be accounted for to the national secretary-treasurer, for the general expenses of the national officers and committees and the national assembly; and the remaining one-third of the annual dues shall be accounted for to the secretary-treasurer of the division in which the members paying the dues are enrolled, for the expenses of the division.

Section 5. The accounts between the national secretary-treasurer and each division secretary-treasurer shall be settled and adjusted on the first of each month, and copies of each account shall be mailed by each secretary-treasurer to the national auditor, not later than the fifteenth day of the month.

Section 6. A debtor secretary-treasurer shall remit on account to the creditor secretary-treasurer, each week, and shall pay in full to the first day of each month, not later than the twentieth day of the month, unless allowed an extension by the national auditor.

Section 7. Disputes between the national secretary-treasurer and a division secretary-treasurer may be immediately referred by either secretary-treasurer to the national auditor, and shall be so referred not later than the fifteenth day of the month ensuing that in which the controversy arose. The decision of the national auditor shall be final and the accounts shall be adjusted and the balances paid accordingly. The national auditor shall report all disputes between secretary-treasurers to the national assembly for any further action which the assembly may deem advisable to prevent recurrence.

Section 8. Any moneys remaining in the hands of any secretary-treasurer on the first day of October in each year, and not appropriated to obligations already incurred, shall be set aside as a reserve fund of the League. The national auditor shall determine the amount of the reserve fund in the hands of each secretary-treasurer on the first day of October in each year, and shall notify each secretary-treasurer to pay the sum so charged, to the reserve fund within thirty days after the receipt of such notice; such payment shall be made directly to such trust company or other financial institution as the national executive committee may select as the trustee of the reserve fund. Payments from the reserve fund shall be made only under the authority of a special resolution of the national executive committee, for some object designated by the national assembly.

Section 9. If a secretary-treasurer fail to obey the provisions of this article, the national auditor, acting under the advice of the chairman of the national rights and privileges committee, may require and take the possession of the books and moneys in the custody of the delinquent secretary-treasurer; receive all dues and other moneys payable to such delinquent; and settle, adjust and pay, out of the funds taken by him from or on behalf of the delinquent secretary-treasurer, any indebtedness of the division and balance found to be due by such delinquent, together with the expenses of the national auditor in the matter. But the authority conferred by this section shall not prevent any other action which may be deemed advisable,

either concurrent with or in place of such action, at any time.

Section 10. Whenever the national executive committee is notified by the president of the League or by a division board of officers, that the division has been unable to pay its debts for six months last past and is still unable to do so; or when the national auditor has been in possession of the office of the division secretary-treasurer, under the provisions of the last preceding section of this article, for the period of six months; the national executive committee may at any time thereafter declare the division (being still in debt) to be insolvent and shall thereupon appoint a temporary secretary-treasurer to act under their instructions, and manage the affairs of the division until the debts of the division have been fully discharged.

Section 11. The moneys of the League and of the divisions, shall be severally deposited to the credit of the League or of the division as the case may be, in such banking institutions as may be approved by the national executive committee or the division executive committee respectively, and shall be drawn out only upon checks signed by the president of the League and the national secretary-treasurer or the chief consul of the division and the division secretary-treasurer respectively, acting under proper authority.

#### Article IV.

##### ELECTIONS.

Section 1. No member of the League shall be entitled to vote at any election occurring within sixty days after admission to membership, or while in arrears for annual dues.

Section 2. A candidate for election must be enrolled in the division in which he is a candidate, at least six months prior to his nomination, and must remain so enrolled; or else his candidacy is void.

Section 3. All elections shall be by ballot, and the candidate for whom the largest number of ballots has been voted, shall be declared elected; but when there is only one candidate for an office in a division, the division rules and regulations committee may direct the omission of an election for that office and may direct the division secretary-treasurer to cast one ballot for such candidate and may declare such candidate elected.

Section 4. In all elections by members of the League, the only ballots which shall be counted by the tellers of the election, shall be the official ballots prepared and sent to the voters by the division secretary-treasurer.

Section 5. The division rules and regulations committee, in each division, shall be the officers of the election and tellers of the ballots cast.

Section 6. After the division rules and regulations committee has publicly canvassed the ballots cast at an election, and declared the result, the ballots, tally sheets and all other papers used by the committee shall be immediately deposited with the division secretary-treasurer and carefully and securely kept by him, for at least six months, unless there is a contest.

Section 7. A candidate not declared elected by the division rules and regulations committee, may file a protest with the division secretary-treasurer, at any time within ten days after the election. The protest shall briefly state the grievance of the candidate and request a contest before the division rights and privileges committee or such of them as are competent. The division secretary-treasurer shall immediately transmit the protest and the ballots to the chairman of the division rights and privileges committee for action. If there is no chairman of the committee when the secretary-treasurer receives the protest, or if the protest objects to the competency of the chairman of the division rights and privileges committee, the secretary-treasurer shall transmit the protest and the ballot to the chairman of the national rights and privileges committee.

Section 8. Except the chairman of the national rights and privileges committee, no member of a rights and privileges committee is qualified to act in a contested election case if he has been appointed a member of the committee after the contest has begun.

Section 9. Within thirty days after the chair-

man of the division rights and privileges committee has received the protest and the ballots, the division rights and privileges committee must summon the contestant and his opponent, and hear, and by a majority vote of those members of the committee who are hearing the contest, determine the contested election and notify the contestants of their determination. After the time for an appeal has expired, the protest, the ballots, the determination of the committee and any other papers used in the hearing, shall be filed with the division secretary-treasurer and safely kept by him for six months.

Section 10.—An appeal to the national rights and privileges committee may be taken from the determination of the division rights and privileges committee, by petition filed with the national secretary-treasurer within thirty days after the appellant has received notice of the determination of the division rights and privileges committee. An appeal may also be taken in a similar manner when the division rights and privileges committee fails to determine a contested election within the thirty days allowed. An appeal may be taken only by a party to a contested election.

Section 11. Immediately upon the filing of the appeal petition, the national secretary-treasurer shall notify the chairman of the national rights and privileges committee of the appeal, shall require the chairman of the division rights and privileges committee to send to him the protest, ballots and other papers in the case, and shall notify the contestants to select a special committee of three disinterested members of the national rights and privileges committee, to hear and determine the contest. Upon the expiration of ten days after the notice to the contestants to select the special committee, the chairman of the national rights and privileges committee shall fill any vacancy there may be in the special committee, by the appointment of a disinterested member of the national rights and privileges committee; shall call a meeting of the special committee, direct the transmission of the papers in the matters to the special committee; and shall require them to hear and determine the contest as rapidly as possible. The determination of the special committee shall be final and shall be filed with the division secretary-treasurer, together with the ballots and papers in the case, to be safely kept for six months thereafter; and a duplicate of the finding shall be filed with the national secretary-treasurer.

Section 12. The unsuccessful contestant shall pay the expenses of the contest unless the committee trying the contest recommend payment out of the funds of the division. Expenses shall be advanced in the first instance by the party causing them. The committee trying the contest shall settle their accounts with the national auditor and the allowance of any item of expense by the national auditor shall be final; but the national auditor shall not finally allow any item until he has notified the person to be charged with the item to show cause why he should not be charged and have considered his objections. The expenses of a division rights and privileges committee from whom there has been an appeal for failure to decide a contest within the thirty days, shall be charged against the division.

Section 13. The division secretary-treasurer shall speedily notify the successful candidate of his election; and such notice shall be sufficient evidence of the election of the person named in the notice. When an appeal is taken in a contested election case, the division secretary-treasurer shall speedily notify all the parties to the appeal of the determination of the special committee hearing the appeal; and such notice shall be sufficient evidence of the election of the successful party to such contest.

#### Article V.

##### VACANCIES AND DISABILITIES.

Section 1. A delegate to the national assembly, or a division officer forfeits his office by changing his enrollment to another division than the one which elected him.

Section 2. The division executive committee may elect a successor to any delegate to the national assembly who dies, resigns or changes his enrollment to another division.

Section 3. The first vice-president succeeds to the presidency of the League on the death or



resignation of the president. When there is no vice-president, the board of directors shall elect a president at a meeting to be called by any director.

Section 4. The first vice-president shall act as the president of the League when the president is absent or unable to act, or when the president requests him to act.

Section 5. When the first vice-president succeeds to the presidency of the League, or dies or resigns, the second vice-president becomes the first vice-president, and the president shall call a meeting of the board of directors to elect a second vice-president.

Section 6. If the second vice-president dies or resigns, the president shall call a meeting of the board of directors to elect a second vice-president.

Section 7. The president of the League shall appoint a temporary national secretary-treasurer when the national secretary-treasurer has died or resigned or is unable to act. The board of directors may, at any meeting, disapprove and terminate the appointment of such temporary national secretary-treasurer and require the president to make another appointment.

Section 8. A vacancy in the board of directors shall be filled by the concurring vote of the majority of the remaining members of the board.

Section 9. When the division secretary-treasurer dies, resigns or is unable to act, and a temporary appointment is not made by the division immediately upon notice from the national auditor, the national auditor may take possession of the moneys and books of such division; receive all moneys payable to the division secretary-treasurer, and remain in charge until the vacancy in the office of the division secretary-treasurer is properly filled and the charges and accounts with the office settled and adjusted. The expenses of the national auditor in such event are a charge against the division.

#### Article VI.

##### DELEGATES TO THE NATIONAL ASSEMBLY.

Section 1. In the month of December in each year, the members of the League enrolled in each division, shall elect one member of the League as a delegate to the national assembly for each five hundred members enrolled in that division on the first day of December in that year.

Section 2. The rules and regulations of a division shall prescribe the manner of nominating and electing the delegates to the national assembly, and may provide for the election of the delegates from territorial districts instead of at large from the division, each district to contain not less than five hundred members, according to their enrolled addresses.

Section 3. In a division where the rules and regulations are not sufficient for holding a valid election for delegates to the national assembly, the national rules and regulations committee shall prescribe the manner of nominating and electing the delegates.

Section 4. In a division where there is no rules and regulations committee competent to act at the time for nominating or electing the delegates, the national rules and regulations committee shall act in the place of the division rules and regulations committee. Having taken charge, the national rules and regulations committee shall continue in charge until the result of the election is finally determined.

Section 5. In case of either of the events mentioned in the last two sections of this article, the protest of a candidate not declared to be elected shall be filed with the national secretary-treasurer and shall be heard by a special committee of the national rules and regulations committee, formed as in the case of an appeal from a division rules and regulations committee sitting in a contested election case.

Section 6. The expenses of an election for delegates to the national assembly shall be settled and adjusted by the national auditor and allowed as a charge against the funds of the League.

Section 7. The division secretary-treasurer shall file with the national secretary-treasurer, before the fifteenth day of January a list of the delegates elected to the national assembly from his division.

#### Article VII.

##### PROXIES.

Section 1. Each delegate to the national assembly may designate, by a written proxy signed by him, some other delegate to act and vote for him when absent from any session of the national assembly. The name of the proxy need not be written in the proxy, until the proxy is presented to the credentials committee of the national assembly.

Section 2. A proxy confers general power, except when specifically restrained by the words used in the proxy. A proxy to vote for or against a proposed amendment to the constitution or by-laws of the League shall be construed to be a proxy to vote for or against an amendment or other change in the proposed amendment and for or against the proposed amendment as finally submitted for adoption or rejection.

Section 3. The credentials committee shall decide upon the construction of each proxy; and no proxy shall be used until presented to the credentials committee and endorsed by them as complying with these by-laws. An appeal may be taken to the national assembly from any decision of the credentials committee in relation to a proxy, as a matter of privilege.

Section 4. Every proxy is revocable at the pleasure of the delegate executing the same, and is void at the expiration of four months from its date.

#### Article VIII.

##### MEETINGS OF THE NATIONAL ASSEMBLY.

Section 1. The annual meeting of the national assembly shall commence on the second Wednesday of February at ten o'clock in the morning, at such place as the national executive committee shall deem most advantageous to the League.

Section 2. The national executive committee shall declare its selection of the place for holding the annual meeting of the national assembly, not less than ninety days before the day appointed for the meeting, and in case of a failure to select, the national headquarters or principal office of the League shall be deemed to be selected. Immediately upon the selection being made, the national secretary-treasurer shall notify each division secretary-treasurer of the place selected.

Section 3. Special meetings of the national assembly may be called by the president of the League, with the advice and consent of the national executive committee. At least sixty days' notice shall be given of the time and place for holding such special meeting.

Section 4. The national committee on rules and regulations is the committee on credentials of the national assembly, and in the month of January preceding the annual meeting of the national assembly shall direct the national secretary-treasurer in making up the roll of delegates entitled to seats in the national assembly. The delegates enrolled shall be speedily notified of the place of meeting of the national assembly, by the national secretary-treasurer. The roll for a special meeting of the national assembly shall be made up in the same manner as for the annual meeting, and notice shall be sent to each delegate, not less than thirty days before the day appointed for the special meeting. Any delegate omitted from the roll, may petition the national assembly for admission to his seat, without prejudice to any pending or future proceeding at law or otherwise in court to obtain his seat.

Section 5. Fifteen delegates elected to a national assembly must be personally present at any session of the assembly, to constitute a quorum for the transaction of any business; and no action taken in the absence of such a quorum, though a larger number shall be present by proxy, shall be valid. The members actually present at the time appointed for holding a session of the national assembly, though less than a quorum, may, after waiting one hour, adjourn from day to day at the same hour and place until a quorum is present.

Section 6. All ex-presidents, the members of the board of directors, the national auditor and the chairman of the national committees are entitled to participate in the national assembly but shall not be counted to make quorum.

Section 7. The president of the League (a vice-president when the president is absent or requests him so to do) shall preside over the sessions of the national assembly, and have the casting vote in case of a tie.

Section 8. The national secretary-treasurer shall be the secretary of the national assembly and shall keep accurate minutes of its transactions.

Section 9. The order of business at the annual meeting of the national assembly shall be:

1. Calling the roll.
2. Report of the credentials committee and action thereon.
3. Report of the president.
4. Report of the auditor.
5. Report of the secretary-treasurer, and Report of the national committees.
6. Special reports and communications.
7. Election of officers.
8. New business.

Section 10. After the first session, the order of business from day to day shall be as follows:

1. Roll call, unless a quorum is counted by the president and the calling of the roll is dispensed with by unanimous consent.
2. Report of credential committee, if any, and action thereon. And the report of the credentials committee shall always be in order during the session.
3. Reading of the minutes of the previous session, unless dispensed with by unanimous consent.
4. Special order of business.
5. Continuance of the general order of business prescribed in the preceding section of this article.

Section 11. Petitions for admissions to a seat in the national assembly are privileged and take the precedence of all business.

#### Article IX.

##### THE PRESIDENT OF THE LEAGUE.

Section 1. The president of the League shall be entitled to a seat and to speak in every committee, board of officers or meeting of the members of the League or of any division thereof; to examine and enquire into the affairs of any division or local organization; and to advise and give temporary instructions in any emergency or whenever the same may appear to him to be advisable. The president shall report his actions under this section to the national executive committee, to the board of directors and to the national assembly.

Section 2. The president of the League appoints and at his pleasure removes all officers not otherwise provided for.

Section 3. The president shall certify all bills before the same are paid by the secretary-treasurer.

Section 4. The president of the League shall make a written report to each annual meeting of the national assembly, upon the affairs of the League, together with his recommendations thereon. The president shall submit his report to a meeting of the board of directors to be held before the annual meeting of the national assembly; the board of directors may approve or take other action upon the president's report and their action shall be reported to the national assembly by the president. The president's report, with any action thereon by the board of directors, shall constitute the annual report of the board of directors.

Section 5. The president (a vice-president when authorized by the board of directors) shall execute in the name of the League any deed, bond, note, contract, agreement or other writing, directed or approved by the national assembly, the board of directors or the national executive committee. The national secretary-treasurer shall attest the signature of the president or vice-president and, when so authorized, shall affix the seal of the League.

#### Article X.

##### THE NATIONAL SECRETARY-TREASURER.

Section 1. Under the immediate direction of the president of the League, the national secretary-treasurer shall have the custody and care of the national headquarters and all the records and property of the League therein. He shall be the official medium of communication between the officers and members of the League, promptly acknowledging all communications without criticism or comment and speedily referring to the proper officer all correspondence

not to be answered by the national secretary-treasurer. He shall give notice of all matters required to be made known by these by-laws, the resolutions of the national assembly or of the board of directors, the president of the League, or the chairman of any national committee, unless another method is provided.

Section 2. The national secretary-treasurer shall keep a correct list of all the officers of the League and of each division; for this purpose, he is authorized to call upon each division secretary-treasurer to furnish the necessary information.

Section 3. The national secretary-treasurer shall correctly keep such and so many books of account as the national executive committee may direct, and shall at all times permit the national auditor or any member of the national executive committee to inspect his books of account. He shall present to the national executive committee such balance sheet at such time as they may require. He shall receive and safely keep the dues and other moneys of the League and shall make no payment except by the authority of the board of directors. His books of account and vouchers shall be audited by the national auditor, to whom he shall give such information and assistance as he may require.

Section 4. The national secretary-treasurer shall furnish a bond for the faithful performance of his duties in the sum of ten thousand dollars. The bond must be approved by the national executive committee.

Section 5. The national secretary-treasurer shall devote his whole time during business hours, to the duties of his office. The business hours shall be fixed by the national executive committee.

Section 6. The national secretary-treasurer shall receive such compensation as may be voted him by the board of directors. His proper personal expenses when attending such meeting of the national assembly and of the national executive committee, as are held elsewhere than in the city where the national headquarters are located, and when performing any duty required of him at other times, shall be audited and allowed as are other expenses of his office.

#### Article XI.

##### THE NATIONAL AUDITOR.

Section 1. The national auditor shall approve all bills before the same are certified by the president.

Section 2. The national auditor may be authorized by the national executive committee to examine into and report upon the receipts, expenditures, obligations, vouchers, records and financial management of any division secretary-treasurer, committee or officer; and when so authorized, shall act under the advice of the chairman of the national rights and privileges committee. Every such secretary-treasurer, committee or officer, shall give all reasonable assistance, that the best interests of the League may be advanced by the report of the auditor.

Section 3. Moneys necessarily expended by the national auditor in travelling and in the performance of his duties shall be voted to him at least at every regular meeting of the national executive committee.

#### Article XII.

##### BOARD OF DIRECTORS AND NATIONAL EXECUTIVE COMMITTEE.

Section 1. Stated meeting of the board of directors shall be held at the headquarters of the League.

Section 2. Special meetings of the board of directors may be called by the president of the League, the two vice-presidents or any five directors.

Section 3. The president of the League or a vice-president, and two directors (who may be two vice-presidents), or any five directors shall form a quorum of the board of directors for all purposes.

Section 4. The president of the League (a vice-president in his absence) shall preside over all meetings of the board of directors, when present, and may vote on all questions under consideration; he may also cast the deciding vote in the case of a tie, in addition to his own vote as a director.



Section 5. The national secretary-treasurer is the secretary of the board of directors and of the national executive committee and shall attend their meetings, keep accurate minutes of their proceedings and give notice to the members of the board and of the committee of the time and place of each meeting, as well as do all other things directed by the board of directors or the national executive committee.

Section 6. The board of directors may make such standing orders, not inconsistent with the constitution of the League, these by-laws and the resolutions of the national assembly, as may be necessary or convenient for holding its meetings, transacting its business or the management of the League.

### Article XIII.

#### THE NATIONAL COMMITTEES.

Section 1. The director appointed to serve on each national committee shall report at each stated meeting of the national executive committee upon the work of the national committee of which he is a member. The chairman of each national committee may also report from time to time at his option, or when required so to do by the president of the League or by a vote of the national executive committee.

Section 2. The chairman of each national committee shall present an annual report to the national assembly, stating the work of his committee and his recommendations for future work. A copy of this report shall be sent to the president of the League in time to assist him in the preparation of his annual report.

Section 3. A national committee may choose one of its members to be its secretary, and may adopt rules to regulate giving of notice of its meetings, the quorum necessary for the holding of a meeting and other regulations for the transaction of its business, but such rules shall not take effect until approved by the national executive committee.

Section 4. A national committee shall not incur any indebtedness without the permission of the board of directors. The board of directors shall appropriate funds to pay the expenses of each committee and committee member, incurred in carrying out the directions of the national executive committee, or in performing the duties required of them by these by-laws and the resolutions of the national assembly.

Section 5. Each division membership committee is charged with renewing and recruiting members in that division, under the general supervision and with the assistance (if necessary) of the national membership committee. The chairman of the national membership committee may require reports from the chairman of each division membership committee, upon the recruiting work in his division. The national membership committee may recommend to the national executive committee, a general plan for increasing the interest of cyclists and advocates of good roads in the efforts of the League.

Section 6. The national rules and regulations committee shall keep on file at the national headquarters, in the custody of the national secretary-treasurer, accurate copies of the constitution and by-laws of the League and of all standing orders, rules and regulations and other permanent rules of every committee and board of officers. The committee has power and authority to require and obtain such copies. All such copies shall be open to the reasonable inspection by any member of the League, without expense, and with leave to make copies. A printed copy of the constitution and by-laws of the League shall be published annually for free distribution; the national executive committee may authorize the names of the officers of the League and other information to be included. The national rules and regulations committee shall promptly report to the national executive committee every change in the division rules and regulations, with their recommendations thereon. Prior to the annual meeting of the national assembly, and in time to assist the president in the preparation of his annual report, the national rules and regulations committee shall report to the president of the League what amendments to the constitution or by-laws of the League have been proposed, with their recommendations thereon.

Section 7. The national and division rights and privileges committees have entire charge of the legal affairs of the League and of each division respectively. The chairman of a rights and privileges committee shall be the legal adviser of the national or division executive committee (as the case may be) and shall keep a docket of all matters referred to him or acted upon by him or his committee; he shall have the custody of all papers and evidence not in the hands of some member of the committee for attention. The chairman of each division rights and privileges committee shall report to the chairman of the national rights and privileges committee the matters upon his docket and the action taken thereon.

Section 8. The national improvement of highways committee is especially charged with the consideration of the most approved methods of road construction and repair under varying local conditions and the advantages resulting therefrom. This committee, with the assistance of the national touring committee, shall ascertain and advocate the best routes for highways connecting the city of Washington with all the large cities of the United States.

Section 9. The national and each division sidepath committee shall advocate the construction, maintenance and protection of side paths along unimproved roads and crowded highways, and of cycle paths across the country.

Section 10. The national touring committee, with the assistance of the division touring committees, is charged with the encouragement of touring by members of the League by gathering and imparting information, suggesting routes, recommending hotels, restaurants and repair shops, and the publication of such maps, road-books, tour books and other publications as the national executive committee may authorize. No division shall use any of its funds for the publication of any road book, map or tour book, or in aid of any such publication. The national touring committee is charged with making and supervising arrangements for the safety, comfort and assistance of members touring abroad.

Section 11. The national and each division press committee is charged with the gathering and furnishing to the public press, items of news concerning the League, the improvement of highways, touring at home and abroad, and improvement in all kinds of motor vehicles.

Section 12. The national and each division committee on local organization is charged with the duty of advancing local movements and promoting the consular scheme as detailed in the article on local organization.

### Article XIV.

#### LITIGATION AND LEGISLATION.

Section 1. Members of the League shall be assisted without charge for the services of any officer of the League, in litigation to obtain their rights as users of the highways or as tourists, and to recover damages for the infringement of such rights; in causing the punishment of thieves of bicycles and other property of tourists; and in restraining all persons from rendering the highways dangerous or injurious to tourists and their property.

Section 2. Litigation in which a member is assisted and which is likely to establish principles of general application, shall be conducted under the general supervision of the national rights and privileges committee. As soon as the general importance of the litigation appears, a meeting of the national rights and privileges committee may be held for conference upon the principles involved.

Section 3. Upon the recommendation of the national rights and privileges committee, the national executive committee may direct that a person not a member of the League shall be assisted in litigation involving the rights of cyclists and other tourists, or the construction and maintenance of highways for their use.

Section 4. No suit or action of any kind shall be prosecuted in the name of the League unless authorized by the national executive committee, and conducted under the direction of the chairman of the national rights and privileges committee.

Section 5. No member or officer of the League not especially authorized by the national or a division executive committee shall have any right or power either to represent that the League approves or disapproves of any scheme of legislation or any bill pending in any legis-

lative body; or to procure the enactment of any law, ordinance or regulation whatever.

Section 6. Any legislation desired by the League, or any division thereof, must be prepared by the national or division rights and privileges committee respectively, or submitted to the consideration of that committee, and must be presented and advocated by some specially authorized committee.

### Article XV.

#### DISCIPLINE.

Section 1. A protest may be made against a member of the League for refusal or neglect to obey the Constitution and By-laws of the League, the lawful resolutions of the National Assembly, the standing rules of the Board of Directors, or the approved rules and regulations of a Division; for false statements in an application for membership or change of enrollment, or issue of a duplicate membership card, or in relation to the League or any officer or member thereof; for seeking or acquiring personal benefit by intentional misuse of privileges as a member of the League; or for disorderly or immoral conduct prejudicial to the League.

Section 2. A protest may be made against an officer of the League for refusal or wilful neglect to perform the duties of his office; for exercising authority not pertaining to his office; for the performance of his duties literally and without due regard to the best interests of the League; or for misusing his office for his personal gain, or to gratify his malice, hatred or ill will towards a member of the League.

Section 3. The penalty to be suffered by a member or an officer found guilty of the charges contained in any protest, shall be suspension or expulsion from membership or office. The National Assembly may terminate suspension or restore membership or office, under such terms as may seem best for the League.

Section 4. A member or an officer shall not be protested more than once on the same charge; nothing in these By-Laws shall prevent an accused member or officer from showing at any hearing of his defense to charges, that a protest on substantially the same charge has been heard or determined either for or against the accused.

Section 5. A protest must be in writing, and when against a member must be signed by five members of the League, and by ten members when against an officer. A protest must specify the offense with particularity, and the date on which or since which the offense was committed; it must be filed within one year after the date so specified, or be treated as void and not to be acted upon. The protest must also specify all the charges which the protestants desire to make; another protest for the same period of time by the same protestants shall be treated as void and not to be acted upon. A complete and accurate copy of the protest must be served on the accused by registered mail, not more than ten days before the original is filed; proof of service of the copy must be filed with the protest, or the protest shall not be received.

Section 6. A protest against a member shall be filed with the chairman of the national membership committee, and shall be tried by a select committee of three members of the national membership committee, to be selected by the accusers and the accused within ten days after notice given by the chairman of the national membership committee to make such selection. After the expiration of this period of ten days, the chairman of the national membership committee shall fill any vacancy there may be in the select committee by the appointment of a disinterested member of the national membership committee, and shall call a meeting of the select committee, with directions to hear and determine the protest as speedily as possible. The determination of the select committee, with the protest and all the papers in the case, shall be speedily filed with the national secretary-treasurer, and by him safely kept for at least one year. A complete and accurate copy of the determination of the select committee shall be served on all parties, by registered mail, by the national secretary-treasurer, as soon as possible after the determination has been filed with him.

Section 7. The chairman of the national membership committee shall not receive a pro-

test containing substantially the same charge that has been heard and determined against the same accused member; such protest shall be speedily returned to the protestants, with a statement of the reasons for such return. Within ten days after the receipt of the rejected protest, the protestants may petition the chairman of the national rights and privileges committee to determine the question of twice in jeopardy, annexing to their petition the rejected protest, and a copy, if possible, of the charges already heard and determined, and on account of which the protest has been rejected. The chairman of the national rights and privileges committee shall speedily decide whether the charges in the rejected protest have been heard and determined, and return the papers to the protestants with his decision; if the decision is that the protest does not put the accused twice in jeopardy, the protestants may file all the papers with the chairman of the national membership committee within ten days after receiving the same from the chairman of the national rights and privileges committee, and the protest shall be heard as if it had not been rejected, and without regard to the time which may have elapsed between the original filing and the second filing of the protest.

Section 8. An appeal may be taken by the protested member from an adverse determination of the select committee; the appeal must be taken within thirty days after the accused has received notice of the determination against him. If an appeal is not taken, the determination becomes operative without further notice or action. An appeal is taken by filing with the national secretary-treasurer a petition, and is heard as appeals are heard in contested election cases.

Section 9. A protest against an officer shall be filed with the chairman of the national rights and privileges committee, who must speedily determine whether the protest puts the accused twice in jeopardy; if the decision is against the protest, it shall be returned with the reasons for so doing, to the protestants and shall become void. If the protest appears to be valid, it shall be heard and determined by a special committee of the national rights and privileges committee in the manner prescribed for the trial of protest against a member. The appeal shall be to a second committee of the national rights and privileges committee.

Section 10. The expense of a protest shall be paid in the manner provided for the expenses of a contested election.

Section 11. If the protest is against the chairman of the national committee, it shall be filed with some other member of the committee, who shall act in the place of the chairman of that national committee.

Section 12. In the case of a protest against an officer of the League, the protestants may petition the president of the League to suspend such officer; upon such petition or without any petition and upon his own motion, the president may suspend such accused officer and take such other steps as may seem to him advisable for the best interests of the League, during the trial of the protest. If the president is the accused, the first vice-president may suspend the president and act as president until the determination of the protest.

### Article XVI.

#### OFFICIAL BULLETIN.

Section 1. The national executive committee shall publish or cause to be published, an official publication for the benefit of the members of the League, as well as a medium of communication between the officers and the members. A charge of twenty-five cents a year shall be made to each member receiving the official organ, in addition to the annual dues.

### Article XVII.

#### SEAL AND EMBLEM.

No change.

### Article XVIII.

#### DIVISIONS.

Section 1. No state or territory of the United States, except California, shall be divided be-



## APPLICATION FOR MEMBERSHIP IN THE L. A. W.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue, Boston:

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy five cents for one year's dues, and the remaining twenty five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. Magazine, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution and refer to two League members (or three other reputable citizens) named below.

Name.....  
 Street or Box.....  
 City or Town.....State.....  
 Cycle Club.....Write references on margin below.

tween or into two or more divisions, though the whole of several adjacent states and territories may be included in one division.

Section 2. California is divided into two divisions: South California is composed of the counties of Santa Barbara, Ventura, Riverside, Los Angeles, Orange, San Bernardino, San Diego and the other counties formed from these counties; North California is composed of the balance of the state which is north of the above named territory.

Section 3. A division consists of at least 500 members on the first day of October in each year.

Section 4. When the membership of any division is not recruited up to at least 500 members on the first day of October, the national executive committee shall declare the division dissolved and shall attach the members to some other division.

Section 5. A new division may be created only by the national assembly, acting on the petition of at least 500 members of the League residing within the boundaries of the proposed division; the members remaining in the division from which the new division is to be set off must number at least 500; and the assembly must be satisfied that both the old division and the new will each continue to have 500 members.

Section 6. When there are less than 500 members of the League within any state or territory of the United States, their membership may be changed from time to time from one division to another, as the national assembly may deem most advantageous to the best interests of the League.

Section 7. In each division there shall be a

division board of officers, composed of representatives annually elected by the members of the League enrolled in that division. The board is charged with the general management of the division and may enact rules and regulations not inconsistent with the constitution of the League, these by-laws and the resolutions of the national assembly; but the national executive committee, by specific written notice served on the division secretary-treasurer, may also disapprove and annul of any division rule and regulation which they may deem to be against the best interests of the League, and such rule and regulation shall stand annulled until the national assembly reverses the action of the national executive committee.

Section 8. In each division there shall be an executive committee composed of a chief consul, vice-consul, a secretary-treasurer and a chairman for each of the following standing committees of the division; that is, rules and regulations, rights and privileges, improvement of highways, side paths, touring and press. All other division officers shall be appointed by the chief consul.

## Article XIX.

## LOCAL ORGANIZATION.

Not ready.

## Article XX.

## AMENDMENTS.

Section 1. These by-laws may be amended in the manner and with the vote prescribed in the constitution, for amending the constitution.

## RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue Boston:

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number.....Date of Expiration.....  
 Name.....  
 Street and No. or P. O. Box.....  
 City.....State.....

City and Division in which my home is and to which I should be attached.....

Magazine will be stopped at date of expiration. You have 60 days in which to renew.

## Information Wanted

Information is wanted concerning the whereabouts of the following persons. Each of these exercised the privilege of taking a wheel to Canada and deposited a League ticket in lieu of cash. They have remained in Canada or they have left their wheels across the border. The L. A. W. must pay the duty on these wheels if the persons cannot be found. League members will confer a favor by sending information to the secretary at headquarters.

ANTOINE BABIN, joined from Berlin, N. H. Was at New Carlisle, Ont., in July.

W. L. BANKS, 7 Thomas Park, So. Boston, Mass.

LOUIS A. BOURQUE, 6 Benwick street, Melrose, Mass.

ALBERT E. BORANSON, 268 Maple street, Lynn, Mass.

T. C. BOURKE, 31 Cedar street, Winchester, Mass.

DR. ALFRED CATELIER, Berlin, N. H.

R. E. DYER, Washington street, West Newton, Mass.

JOHN DE MERCER, Chicago, Ill.

G. W. FURBICH, Chelsea, Mass.

R. V. HALL, 504 Broadway, So. Boston, Mass.

CLAUDE N. HARNDEN, Brighton, New York.

MRS. VICTORIA LOREE, E. Greenwich, R. I.

MARY LABUFF, 22 Centre street, No. Adams, Mass.

GRETA MASSON, 48 Ashford st., Allston, Mass.

MAUDE McKAY, 29 Mt. Pleasant avenue, Roxbury, Mass.

JAMES MERCER, 46 Schafer street, Lowell, Mass.

CLARA MURRAY, 57 Chandler street, Boston, Mass.

MARY McDONALD, 16 James street, Rochester, N. Y.

ALLISON McKEAN, 101 Appleton street, Boston, Mass.

BESSIE M. NELSON, Somerville, Mass., or Shelburne, N. S.

JENNIE W. ROSS, Radcliffe College, Cambridge, Mass.

RUPERT D. ROSE, 618 Dudley street, Roxbury, Mass.

FREEMAN A. RYDER, 54 Page street, New Bedford, Mass.

ANDREW A. SUTHERLAND, Beechwood, Mass.

F. L. SMITH, Oakdale, Mass.

MAGGIE B. SKINNER, 31 Winthrop, Roxbury, Mass.

MRS. AMELIA TEDEFORD, Yarmouth, Nova Scotia.

JAMES A. WEATHERLY, 122 Park street, Dorchester, Mass.

MRS. A. W. WHYTE, 152 E. 22d street, New York.

BELLE WALLACE, Buffalo, N. Y.

## Massachusetts Division

## ELECTION COMMITTEE

Ellis L. Howard.....New Bedford  
 E. W. Miller.....Pittsfield  
 F. H. McKee.....Springfield  
 Lincoln Holland.....Worcester  
 J. Fred Adams.....Haverhill  
 Chas. W. Pierce.....Brighton  
 Geo. W. Nash.....Wollaston  
 Henry W. Robinson.....Newton  
 W. H. Heald.....Sandwich

## Massachusetts Division

I have appointed as League hotel for Boston the Revere House, Bowdoin Square. Discount to members, ten per cent.

GEO. A. PERKINS,  
 Chief Consul.

## Massachusetts Division

The new edition of the road book is ready for delivery to all those who have become members of the Massachusetts division since December 1, 1899. It will be mailed only to those who send to the chief consul six cents in stamps, together with the membership ticket. The ticket

will be returned with the book. If parties prefer they may call at the office of the chief consul and obtain the book.

GEO. A. PERKINS,  
 Chief Consul, 15 Court Sq., Boston.

## New York Division

The Buffalo road book has been issued to all members in that section who are entitled to it, and a contract is now in process of execution for the production of a road book for Central New York. A similar contract is in preparation for the publishing of a portion of the Albany section. It is expected that the two new books will be ready on or before December 1st.

JOHN F. CLARK,  
 Secretary-Treasurer.

## Pennsylvania Division

Please take notice that the following named members of this club were recently elected as its representatives to the League of American Wheelmen, viz: Charles T. Harrop, Alden H. Weed, John H. George, Fred T. Moore and Eugene T. Linnard.

CHAS. McGLATHERY,  
 Secretary.

## Correspondence from Members

I started on August 2 on a wheeling trip and everything was o. k. until I reached Niagara Falls. There I had the following experience, and after you have read it, if you think there is no redress, the least I expect you to do is to publish it so as to warn all members to keep away from Salt's Hotel. Reached the Falls, Aug. 10, and asked for a room at Salt's Hotel. Was told I could only have a cot for that night, but that Saturday morning there would be several rooms vacant, and that I could have any one of them during my stay of three days and I accepted the cot on those conditions. Now take notice I only asked for a room, not board, and if he ran his hotel on the American plan, wasn't it the clerk's duty then and there to inform me, a stranger, of this fact? He never said a word and the next morning I arose at 4 o'clock and started for the falls to see the sun rise. I had my meals wherever I happened to be and only went to hotel when I wanted to get new plates for my camera. When I inquired during the day about a room the clerk told me it was all right for the night. About 11:30 p. m. I returned to the hotel and asked for my room. He told me in an insolent manner that I had eaten no meals there and so he had given the rooms to others. He even refused to give me a cot and told me to take my baggage, which had been with him all the time, and get. I asked him why he didn't tell me this during the day, and he laughed and said he had no time to bother with me. He was running the place for boarders, not roomers. I was compelled to stop at the Imperial Hotel, the only place I could get at that time of night. As a result I feel as if I could spend all I could afford to settle with this insolent money-getting shark. Do you think my case is good enough to sue on? —L. A. W. 31542. Answer.—The guest is supposed to state whether he wants simply a room or room and board. When a hotel is not a combination of European and American plans, the guest must accept the plan in operation.

We are in a sort of an argument as to which is the hardest to hold back going down hill, a high or a low gear. Please give us the correct answer in the next L. A. W. Magazine, and oblige No. 126566. Answer.—The solution of leverage problems proves the low gear to be the more easily held back.

I am always on the alert for improvements in the wheel, especially the tires, and think I see in the extract from the India Rubber World, printed in the September number of the L. A. W. Magazine a remedy for all our tired woes. Let the manufacturers get a supply of Schenmenon flies and puncture each tire all over when made and then have the stag beetles repair them as described before marketing, and we will have the perfect tire, for (I quote from the editorial) "the tire is stronger at the repaired point than anywhere else."—L. A. W. No. 18511.



## Shop Talk

There is possibly no one article of men's wear that causes so much profanity as the "stand up turned down" collar. The difficulty in tucking in one end and fastening on the collar button has caused the recording angel to work overtime. An ingenious Philadelphian, however, has come to the relief of his fellow men with a buttoner that not only does the work heretofore accomplished only by the loss of finger nails and temper but leaves the collar front unsoiled and unwrinkled. The invention is marketed by B. L. Williams & Company, of North Sixth street, Philadelphia, Pa., and sells for ten cents.

In the last issue of the L. A. W. Magazine, the Esmond Saddle Co., of 78 Wall street, New York, advertised their Esmond saddle and pensile frame. The printer, however, thought he knew more than the manufacturers and made it tensile frame. Pensile means hanging. The old rich and luxurious Romans were carried about the streets in a pensile, a hanging chair. Tensile means to stretch, which the Esmond saddle certainly does not require. If readers of the L. A. W. Magazine desire further information the firm offers them a free trial of the saddle.

Fountain pens—of the successful kind—have for a long time been too costly to come generally into use, and, being convinced that an enormous sale could be secured for a pen guaranteed to give perfect service and selling at a popular price, the Laughlin Manufacturing Company, Laughlin Block, Detroit, Mich., has produced and is now marketing the Laughlin fountain pen at the attractive price of \$1. This pen looks precisely like other pens that retail at \$3 and is guaranteed to give perfect satisfaction. The holder is of the finest hard rubber, and the pen itself is of 14k gold, and desired flexibility in fine, medium or stub. The ink feed is the best in use. In an advertisement elsewhere in this issue, the Laughlin Manufacturing Company, for the first time offers its pen to League members and on this occasion make an extra inducement, offering to take back any pen it sells and pay \$1.10 for it if the buyer isn't satisfied. No maker could afford to make an offer of this nature, unless his goods were decidedly all right, and therefore our readers need not hesitate to take advantage of this opportunity to patronize the Laughlin pen house.

Unprecedented as was the demand this year for coaster-brakes, the outlook is that next season will see them in greater use than now, and one reason why this is so is that the newest models bear all the improvements that a season's hard usage could suggest. The Canfield coaster, brake, of which an advertisement appears elsewhere in this issue, ranks high among the best, and its popularity this year bids fair to be increased next season with the changes that have been made, increasing strength and power, and lessening weight, cost and parts. The Canfield sells at \$4 and is worth every cent of that sum.

Most successful in the production of bevel gears for chainless bicycles, the Leland & Faulconer Manufacturing Company, Detroit, is now making frame sets for its gears and is supplying them in lots to bicycle manufacturers. Under this arrangement no bicycle maker can now give excuse for not furnishing Leland-Faulconer gears to wheelmen who desire them, and in ordering chainless wheels for 1901 League members will do well to bear that fact in mind.

No gentleman's outfit is complete without a revolver, and no revolver but the best is good enough. Price is not alone an indication of quality. Harrington & Richardson Arms Company, Worcester, Mass., offer in this issue a revolver for \$4.50 and a hammerless for \$1 additional, and these goods are fully guaranteed. If you require a revolver, ask the dealer to show you one of the H. & R. kind.

The Fortis exerciser, manufactured by the Badger Brass Company, Kenosha, Wis., is winning great popularity because it deserves it. Combining athletic exercise with electric treat-

ment, this exerciser is unique. In merit it is unexcelled.

Easy riding is afforded by the use of the Esmond saddle and the Pensile frame, manufactured by the Esmond Cycle Saddle Company, 80 Wall street, New York. The company will be pleased to send catalogue on application.

The Unique package holder is certainly unique. Light, small, inexpensive and effective, it should appeal to every wheelman, and it is likely therefore that the J. W. Woodruff Company, Bridgeport Conn., will find a large sale for this article among League members.

Ever lose your keys? You wouldn't have done so had they been attached to your pocket or waistband with one of the Washburne patent fasteners, advertised in this issue, and sold at 25 cents. Take time by the forelock and get one before you lose your keys again.

### L. A. W. Touring Department

To expedite the giving of information concerning routes, the seven members of the national touring committee have each been assigned a certain territory, and it is urged that, as far as possible, the seeker for pointers, as to short routes communicate directly with the member having charge of the section of the country in which such route or routes are located. Through-route information, and suggestion as to European tours, will be furnished by the chairman. The personnel of the committee, with the territory assigned to each follows:

George M. Schell, chairman, 639 Bourse Bldg., Philadelphia, Pa.—Pennsylvania, Delaware and Southern New Jersey.

Alonzo D. Peck, 221 Columbus avenue, Boston, Mass.—New England States (except western Connecticut) and Upper Canada.

W. S. Bull, Vanderbilt Bldg., New York City—New York State, western Connecticut and northern New Jersey.

L. W. Ryland, 702 Main street, Richmond, Va.—Maryland, Virginia and West Virginia.

W. C. Munro, 2143 Grand street, W. H. Cincinnati, O.—Ohio, Kentucky and Tennessee.

A. D. Black, 147 Forty-second Place, Chicago, Ill.—Michigan, Indiana and Illinois.

A. M. Welles, 309 Phoenix Bldg., Minneapolis, Minn.—Wisconsin, Minnesota, Iowa.

Information concerning routes in sections of the country not included in the above appointment will be supplied by the chairman.

Requests for routes MUST be accompanied by stamped self-addressed envelope or stamp (preferably the former).

League members inquiring for routes should in all instances append their League number as an evidence of good faith.

Up to date there have been prepared thirteen through routes, as follows:

1—New York to Chicago (via Albany, Buffalo, Cleveland.)

2—New York to Chicago (via Delaware Water Gap, Scranton, Elmira, Buffalo, through Canada and Michigan to Grand Haven; thence across the lake by steamer to Chicago or Milwaukee.)

3—Boston to Albany (to connect with route No. 1) with a branch trip through the Berkshire Hills to the Hudson River (connecting with route No. 1) at Hudson, N. Y.

4—Boston to New York (via Springfield), with a branch trip through Berkshire Hills.

5—Boston to New York (via Providence, New London and Long Island.)

6—New York to Washington (via Philadelphia and Baltimore.)

7—Boston to Portland, Me.

8—Boston to Montreal, with branch trips to the Canada line (Northern Vermont) and the White mountains.

9—Philadelphia to Natural Bridge, Va.

10—Boston to Fall River and Newport.


11—Philadelphia to Delaware Water Gap and Fishkill, N. Y., connecting with route No. 2.

New York to Chicago, via Scranton, Elmira, Buffalo and Canada—at the Water Gap, and with route No. 1—New York to Chicago, via Albany—Buffalo and Cleveland—at Fishkill.


12—Washington to Chicago and St. Louis (via Hagerstown, Wheeling, Columbus and Indianapolis.)

13—Chicago to Salt Lake City (via Rock Island, Des Moines, Omaha and Denver.)

Inquirers for above routes will save time by communicating direct with the chairman of the touring committee.



Read what  
**Spalding**  
the Athletic Authority  
says about  
**Wool Soap**



Washed with "Wool Soap"

**A. G. Spalding & Bros.**  
New York - Chicago

Washed with Common Soap

NEW YORK, February 24th, 1900.

MESSRS. SWIFT & COMPANY, Chicago, Ill.

*Gentlemen:* There has been more or less trouble from people who do not understand how to clean sweaters. They wash them in all kinds of ways, and they shrink up and make no end of trouble. Your Wool Soap is the very best thing to use in washing sweaters.

Yours very truly, (Signed) A. G. SPALDING & BROS.

**EVERY DEALER**  
in High Grade Bicycles  
will need

## Cushion Frames

IN 1901.

Ask your manufacturer for them.

**HYGIENIC WHEEL CO., 220 Broadway, N. Y.**  
Owner of Cushion Frame Patents.

**DOES YOUR SADDLE JAR YOU?**

WHY NOT TRY  
**The ESMOND SADDLE  
and PENSILE FRAME?**

Free trial to L. A. W. Members. Write for catalogue.

**ESMOND CYCLE SADDLE CO.,**  
80 Wall St., New York.

**THE ELITE COLLAR BUTTONER.**

Buttons Anything, from a Collar to a Shoe.  
Nickel-Plated and Extra Heavy  
Silver-Plated.



Full size

At Furnishers, or send 10 cents for nickel, 25 cents for silver, to  
**B. L. WILLIAMS & CO. Manufacturers.**  
Full Directions. 44 North Sixth Street, Philadelphia.

**\$4---CANFIELD COASTER BRAKE**  
1901 MODEL  
NOW READY



GREATLY IMPROVED.  
Increased Strength and  
Power.

Least in weight, cost  
and parts. Most dur-  
able, effective and de-  
sirable. Every brake  
fully guaranteed.  
Booklet free. Address

**CANFIELD BRAKE CO.,**  
CORNING, N. Y., U. S. A.

**The Unique Package Holder.**



Any weight package readily carried.  
Easily put on any metal handle bar.  
When not in use turned one side. 25c  
per pair by mail.

**Champion Chain Lubricant**—No rust,  
no dust and dirt. Chain always like  
new. In tubes, 25c by mail. Local  
agents wanted.

J. W. Woodruff Co., Bridgeport, Conn.

**3 in One** DOES IT ALL!  
Cleans and Polishes, Lubricates,  
(never gums), Prevents Rust on  
all metals. Standard of the world. Sold Everywhere.  
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**Tutti**  
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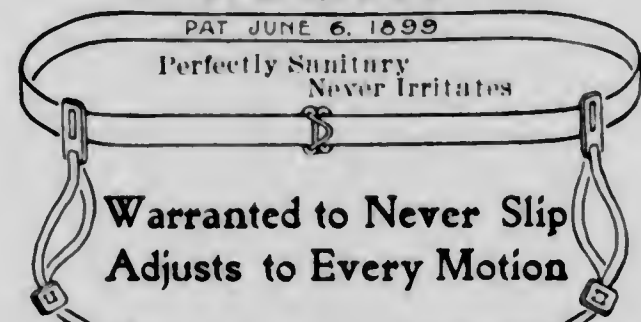
Is a Boon  
to all Cyclists.



It Keeps  
the mouth  
and throat  
moist.

For Sale  
Everywhere,

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**BICYCLE**  
**SUSPENSORY**  
**A NEW IDEA**  
A BOON TO THE ATHLETE, THE  
BICYCLIST, AND THE BUSINESS MAN.  
**2 DETACHABLE SACKS**  
**WITH EACH OUTFIT.**



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In Dr. Meyer's New Idea Suspensory you have COMFORT, CLEANLINESS and ABSOLUTE EFFICIENCY. Sacks changed in a minute for washing. Sent free by mail on receipt of Price, \$1.00. Address

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**L. A. W. MEMBERS**

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Has a SPECIAL OFFER to make  
to riders for the balance  
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WRITE FOR IT It will pay you to do so.

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when riding a wheel or  
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of any kind we would recom-  
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**BIKE JOCKEY STRAP**  
**SUSPENSORY.**

Such well-known athletes  
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McCoy, Arthur Gardiner,  
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**SPECIAL for L. A. W.'s** We have so much faith in our liniment pleasing you that we will send EVERY L. A. W. MEMBER A FREE SAMPLE BOTTLE, provided they send us the name and address of their druggist.

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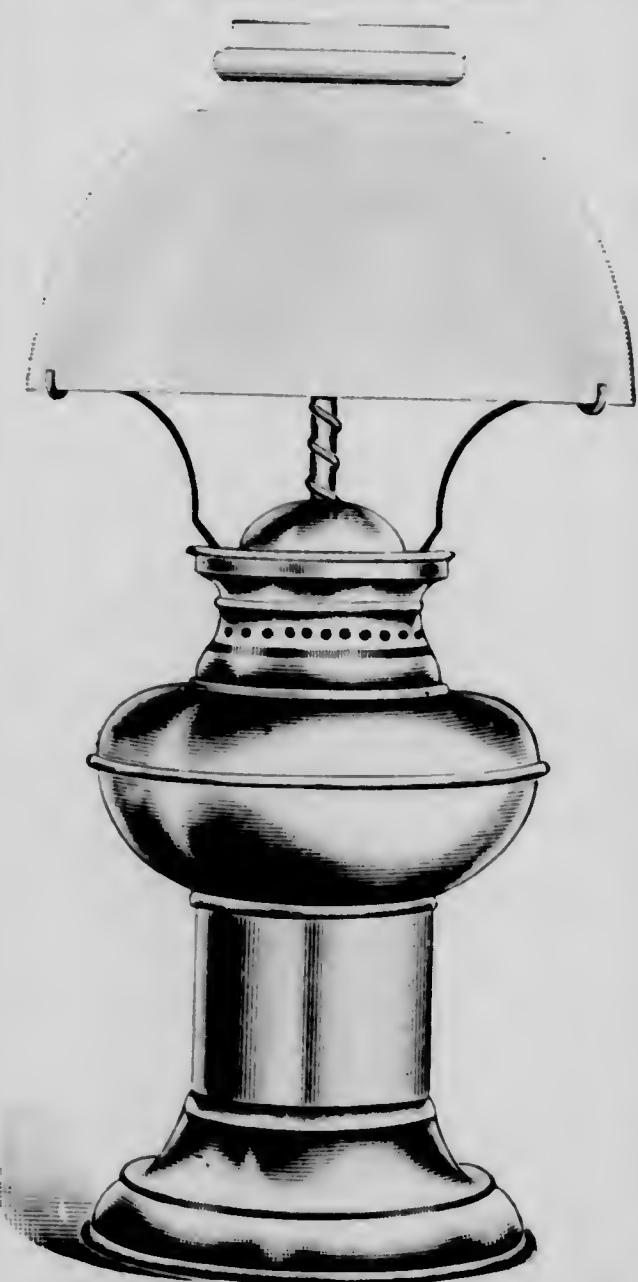
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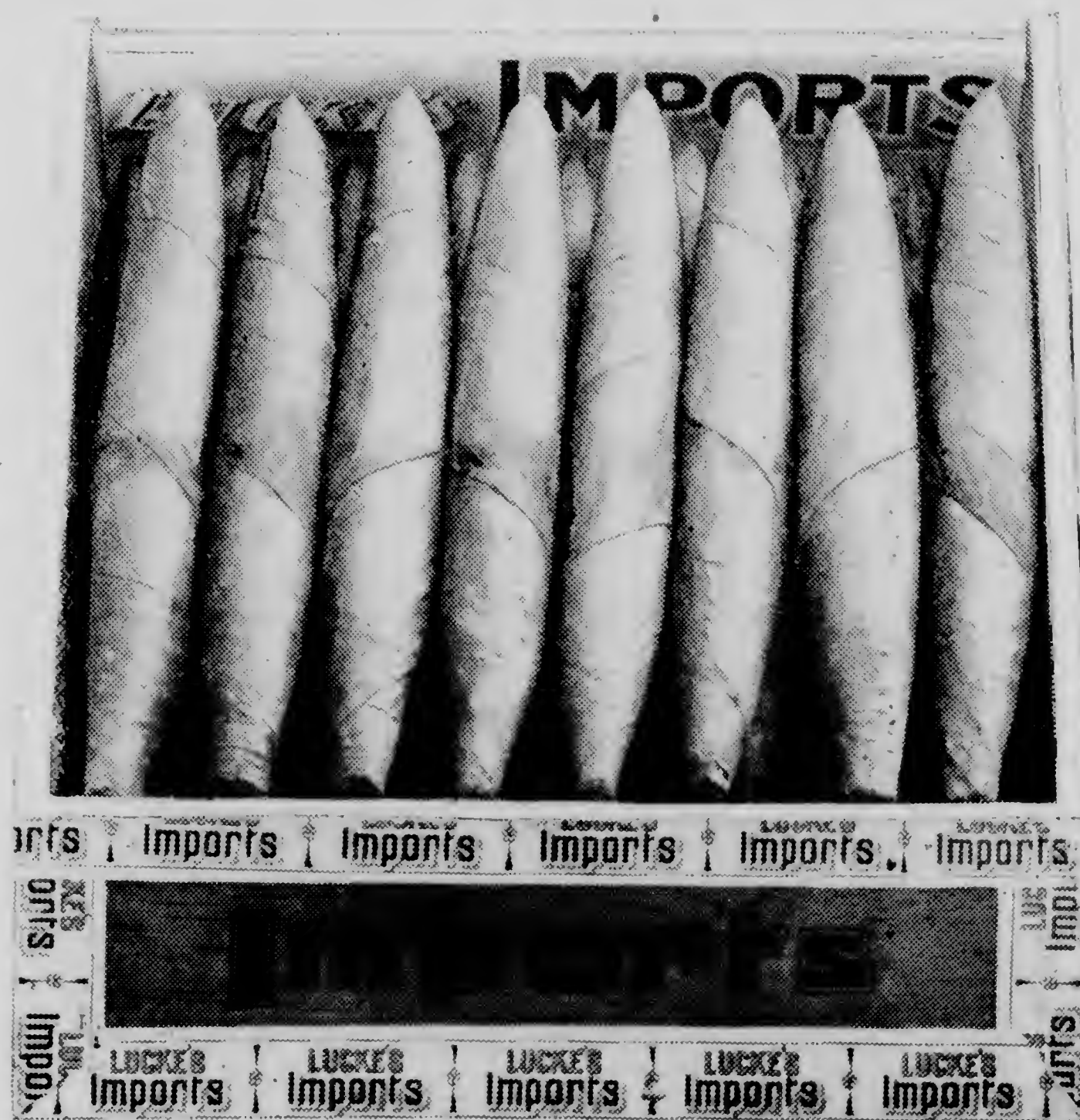
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DIRECT FROM DISTILLER  
TO CONSUMER.

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PREVENTS ADULTERATION.



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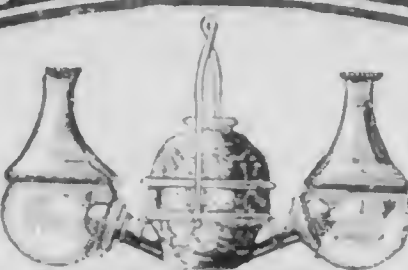
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76 Park Place New York  
Ask for Catalogue "T"

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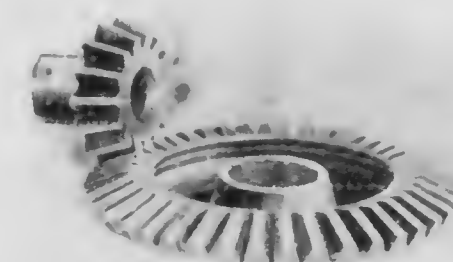
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the most convenient line to travel on. Being the first railroad built in New York State, it runs through a region of good roads, wheelmen being able to go out from any one of its large cities such distance as they wish and ride back at 2 cts. per mile. They also find the 500 mile tickets convenient and a great saving in time.

The New York Central holds the wheel record, it having handled in its baggage room at Grand Central Station during the year 1899, 1,049 wheels, without loss or injury to a single wheel.

Our illustrated Catalogue, a booklet of 64 pages, 4 x 7, gives a synopsis of contents of each of twenty-seven books; this Catalogue sent free to any address on receipt of a postage stamp by George H. Daniels, General Passenger Agent, Grand Central Station, New York.



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All RIDERS OF BICYCLES, GRASSHOPPER RIDERS, and ACKNOWLEDGE that Leland & Faulconer's ground-harvested Bicycle Gears make the Chain-drive a success. And NOW, we present with a NEW ACHIEVEMENT. We FURNISH FITTINGS as well as gears to MANY MILLIONS OF BICYCLES, in lots of 500 sets or more. Hereafter, the ideal action of our perfect gears has not been fully realized because the PARTS upon which the gears were mounted were IMPURE and IMPERFECT.

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These FITTINGS will make a "Chainless" gear perfect, far superior to anything yet produced.

Correspondence of Bicycle Manufacturers solicited.

**Leland & Faulconer Mfg. Co.**

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MAKE THEM ALL  
HUSTLE"**

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Gazette**

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BRIGHTEST  
OF THEM  
ALL"**

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New York.**

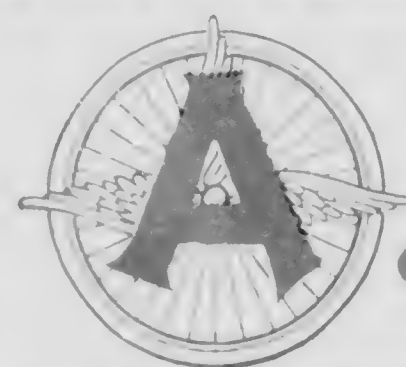
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SPACE"**

**THOUSANDS ARE DELIGHTED  
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Medium, at any price.

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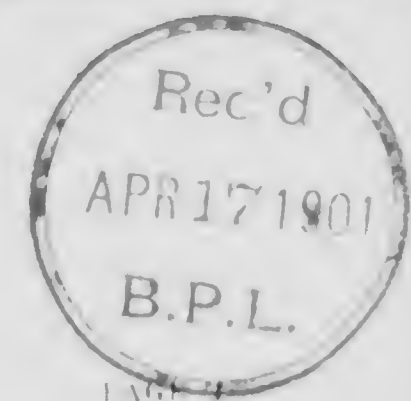
**MAGAZINE**

OLD SERIES, VOL. XXXI  
NEW SERIES, VOL. I, NO. 6

NOV., 1900

PRICE 10 CENTS  
\$1.00 A YEAR

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**Magazine**

Old Series, Vol. XXXI.  
New Series, Vol. I, No. 6.

NOVEMBER, 1900.

Price 10 Cents.  
\$1.00 a Year.

## Observations of the Month

### Regarding the Work of Revision

Secretary Bassett's editorials in this issue have to do largely with the item of the revision of the League's Constitution and By-laws, and his remarks, coming as they do from one whose connection with the organization has been long and intimate, and whose purpose cannot be other than the perpetuation of the body, will doubtless be read with extreme interest, not only by those who know Mr. Bassett personally, but as well by those to whom only his name and title are familiar. The correspondence from Mr. Uhle, and Secretary Bassett's reply thereto, are of the spirited order, but with this matter we have nothing to do except to put forth the explanation that all official matter published in the Magazine passes through the secretary's hands before reaching the publication office, and that, consequently, advice as to what is or what is not to appear in the official department must necessarily be given by him.

### The Present Need

From the tenor of the Secretary's editorial utterances the inference is easily drawn that considerable lively interest will be developed at the February meeting of the National Assembly, to be held in a city not yet announced. While the consummation of so important a work as the complete alteration of the League laws could hardly be expected without many interesting arguments, there is, nevertheless, a striking need of unity of purpose if the best results are to be derived from the undertaking. Above all else must be the earnest intention to adhere firmly to that which promises success to the body, and the no less important determination to lay aside every idea and every plan that savors only of idiosyncrasy and personality. This appears, to the unprejudiced League worker, to be the only working method by which permanent good can possibly result, and we trust that this method may prevail.

Realizing that whatever new constitution and By-laws may be adopted can best

be put into operation if there are ample funds in the treasury, the National Executive Committee has decided upon economical steps that are most creditable, especially so since the head of this committee, the President, is one whose allowance has been stopped, President Sams himself being responsible for this practical decision. The Secretary's salary has been reduced by half, and the expenditures of the Press and Touring committees have for the season been cut off. No better evidence than this of the desire of national officers to secure the League a new era of prosperity could be desired.

### Relative to Inter-State Paths

In relation to his active interest in the construction of an inter-state side path from Boston and New York to Chicago, Director Dodge, of the office of Public Road Inquiries, at Washington, informs us that he is confident that the completion of such a wheelway would be but the first step toward the construction of an inter-state national highway along the same route.

Having brought this part of the plan to a successful conclusion, the next step would be to interest the automobile people. Judging from the rapidity with which the automobile is becoming popular, and the success which has attended recent long-distance runs, the horseless vehicle is destined to spread beyond the metropolitan districts. As good roads are essential for the rubber tired carriage, Mr. Dodge hopes, by the aid of manufacturers, automobile clubs and property owners along the proposed route, to widen the cycle path into a road sufficiently broad for the automobile.

Having obtained a smooth and serviceable road, twenty feet wide, and running in as nearly a straight line as possible from Boston to Chicago, the further task of widening it for a universal highway would be the natural sequence. As soon as the states west of Chicago evince a willingness to fall in line, as some have already done, the work will be extended westward in the same manner.





P. B. CHAMPAGNE,  
Chief Consul Wisconsin Division.

#### New York Side Path Session

As New York set the example of side path building under state legislation, so the Empire commonwealth set the example of state side path conventions, in which each county is entitled to representation, and at which experiences are reviewed and suggestions exchanged looking toward the steady advancement of the side path cause. Such a convention, the third annual for New York state, was held at Utica on September 20 and 21, and the sessions were most interesting. Twenty-four counties were represented by nearly half a hundred delegates, and the reports and discussions were of a nature to convince each participant in the meeting that the idea of "getting together" annually is a most beneficial plan.

#### Products of the Question Box

Some idea of the interest that prevailed at Utica may be gathered from the queries that came forth from the "Question Box." Among these were the following:

"Is it for the best interests of the commission to hire officers to arrest people for riding the paths without a proper license? Did you plant any trees along the paths this year? Is the side path law constitutional? Has the law been contested in your county? What is your experience with grading in the fall and surfacing in the spring? What are the best methods of construction? Should the money collected be used for one path, or should it be returned to each locality, and expended in that section? Should the plates be on sale by January 1 of each year? Do you employ a superintendent, and does it pay to do so? Contract or day labor? What is the best width for country paths? What is the best material for surfacing? Do

your riders generally observe the law? How much per mile does it cost to construct paths? Shall the State Convention meetings be continued?"

#### License System Commended

Mr. W. S. Mackie, of Oneida County, was elected president to succeed Mr. Chas. U. Bastable, of Monroe, who, in his annual report had the following to say regarding side paths in general, and the license system in particular:

"Experience has shown that in some matters it is almost impossible to make a general law that will be entirely satisfactory to all the counties in the state, but we are assembled here to discuss the various propositions as submitted, in a spirit of courtesy and fairness, listen to the suggestions made, and by unanimous action present a solid front to the Legislature in asking that certain amendments be enacted.

"The building of side paths, which was started as a matter of sentiment by public spirited citizens through voluntary subscriptions, has passed the experimental stage, and is now a matter of business. The wheel is recognized as a means of covering distances rapidly over paths constructed between points, and the construction and maintenance of paths is a question which should and does meet with careful and deliberate consideration. The building of every mile of path is a direct protest against the mile of road which runs alongside it. The good road agitation is helped, not hindered, by the sidepath work; the state has taken steps to build roads, and the additional paths that are builded will increase the miles of good roads.

"The license system, which demands that every person who uses the paths should pay, has met, and will continue to meet with the approval of all self-respecting wheelmen. Last year, as shown by a carefully prepared statistical table, over 160,000 riders took advantage of the license system, and paid into the various commissions over \$100,000. It is expected that this year will show even a larger number of tags sold."

#### Legislation in Oregon

The Circuit Court of Oregon has declared unconstitutional the side path law of that state, and the case has been appealed to the Supreme Court, whose decision is expected some time during the present month. The case was submitted without oral argument, and the court was asked to advance it to an immediate hearing. In the interim, Portland wheelmen generally, having discovered the many advantages that side paths afford, have set earnestly at work to secure the assistance of state legislators, looking toward the passage, should the Supreme Court decision be adverse, of a state side path measure that shall overcome the shortages of the present law. At the present time there is approximately \$8,000 in the hands of the county commissioners, raised through bicycle side path taxation, and if the higher court sustains the finding of the Circuit Court,

the wheelmen who paid this amount will have the right to collect it back. However, but very few Portland riders are opposed to the law as it stands, and an agreement is now being signed by hundreds of riders waiving their right to collect, and petitioning the immediate use, for side path work, of such portion of the \$8,000 as is waived.

#### Activity in the Far West

Side path building within the city limits has been notable this year in Spokane, Wash., where, at an expense of \$3,500 in round numbers, nine and one-half miles of paths have been constructed. The expense of maintaining the two and three-fourths miles of path previously constructed, was in the neighborhood of \$900. It has been

will be ready for use next year much earlier than would otherwise be the case. The custom has been not to build in the fall. The Albany, N. Y., Side Path Commissioners assert that their district leads the country in actual progress. The commission owns \$1,000 worth of machinery and tools, several of which were invented by the commissioners themselves. The Baltimore-Washington path appears to be a certainty for next season. The Maryland Cycle Path Commission is giving it much time and consideration, and obstacles to the success of the project are now nearly all overcome. On October 1 the new cycle path from Minneapolis to Shakopee, Minn., was dedicated by a long string of riders from the Twin Cities, who enjoyed a delightful spin over the attractive course.



LAKE MENDOZA SPEEDWAY, MINNEAPOLIS, MINN.

Photo by Frank Russell, Saugerties, N. Y.

estimated that the side path extension of the year has been responsible for the sale of 1,200 wheels. Owing to the fact that Spokane side paths are laid on the most frequented streets, and are available on many occasions when a country side path would be useless, the interest there in wheelways is great, and the outlook is that within a few years all the principal streets will be lined with passageways for the exclusive use of bicyclists.

#### Other Side Path Items

The Side Path Commissioners of Monroe County, New York, having on hand a considerable sum of money, have decided to build several miles of path before winter sets in, instead of waiting until spring. In this way it is expected that the new paths

#### Increase of Good Roads Congresses

So successful was the good roads congress held at Port Huron, Mich., in July, that no less than four similar conventions have been held since that time at various points throughout the central west. Saginaw, Mich., entertained better highway advocates on August 21; Topeka, Kans., on September 24 to 28; Springfield, Ill., on September 29, and Traverse City, Mich., on October 12. Inasmuch as these congresses are intensely practical affairs, in which the most experienced of road builders participate, the ultimate result is certain to be beneficial. Incidental to the subject comes an interesting item from Milwaukee concerning Mr. Otto Dörner, formerly chairman of the L. A. W. Highway Improvement Committee. A year ago a good roads





C. B. WHELPLEY.  
Chief Consul Iowa Division.

convention was held in Milwaukee. Much of the work incident thereto was done by Mr. Dorner, who was voted the balance of \$274.67 when the books were closed late last month. Mr. Dorner promptly declined the sum on the ground that he had worked in the interest of better highways, and not for the purpose of benefitting his pocket-book.

#### To Repeal a Lantern Law

In Connecticut a special committee of the state division of the L. A. W. is endeavoring to secure the repeal of the state lantern law, which, it is said, imposes a hardship upon bicycle riders. Connecticut wheelmen are undoubtedly better qualified than are outsiders to say what is or is not best for themselves, but inasmuch as lantern laws elsewhere have been found to be in the interests of public safety rather than otherwise, the agitation against the statute appears to a non-resident of Connecticut to be unusual and peculiar. Connecticut bicycle dealers have joined in the crusade, giving as their reason that the law has been injurious to their business, causing the sale of some lanterns, but also causing a dropping off in the sales of bicycles.

#### Supreme Court Bars Cycle Suits

Still another interesting development of the month was the action of the Supreme Court Marshal, at Washington, in barring from the court room a newspaper correspondent who was attired in a bicycle costume. The correspondent was told that he would be obliged to adopt more conventional attire before he could get into the press seats, and, incidentally, while he was putting on a walking costume he had better choose a black suit, as that was more

in keeping with the dignity of the court. Inquiry of Mr. McKinney, clerk of the court, developed the fact that while there is no written law on the subject, Chief Justice Fuller and Associate Justices adhere strongly to tradition in the matter of court costume and etiquette. This can be noted in the fact that the Attorney General, Assistant Attorney General Maury, Solicitor General Richards, Marshal Wright, and even the clerks and criers of the court, all appear habitually in suits of solemn black, with black satin ascot ties and white pearl scarf pins. The attorneys practicing before the court find it to their advantage to follow the same general rule, and it is a matter of record that on several occasions, even in recent sessions, attorneys who were being admitted to practice have been sent back to the clerk's office to make a change of costume before they were brought to the bar of this august body.

#### A Presidential Relay

Wheeling, W. Va., Republicans held a field day on October 13th, the feature of which was a message of greeting from President McKinley. The note was carried from Canton, the President's home, to Wheeling, by bicycle riders in relays, who covered 94 1-2 miles in six hours and fifteen minutes, beating by several hours the carrier pigeons that had been sent on the same errand.

#### Division Elections

Although this is the election season for divisions, there is the promise of but one contest, and that in Ohio, from which, because of its everlasting political activity, we have no reason to expect else. In other states regular nominees are not being opposed. Mr. Hammond in Connecticut, Mr. Earle in Michigan, Mr. Belding in New York, Mr. Boyle of Pennsylvania, Mr. Gist in Colorado, and Mr. Perkins in Massachusetts, are among those who are certain to be elected chief consuls.

#### Incidents of the Racing Season

The American championship battle closed in a victory for Major Taylor, among the professionals, and W. S. Fenn, among the amateurs. These two riders met at Hartford, Conn., on October 1, to decide which was the better man, and Taylor had rather an easy time of it. Harry D. Elkes placed the American competitive hour record at 39 miles 1,045 yards, during a ride at Brockton in October, and on the 20th of the same month, on the same track, W. C. Stinson placed the world's hour record against time at 39 miles 1,453 yards and later at 40 miles 330 yards.

#### Progress of the Trade

The first annual meeting of the American Bicycle Company was held in New York early in October, and the treasurer's report showed a net profit for the ten months ending July 31st, of \$605,579.81. The officers of last year were re-elected. After forty years of steady activity Mr. Thomas

B. Jeffery, well known to wheelmen as the Rambler maker, in connection with the late Mr. Richard P. Gormully, retired from business to enjoy a well earned rest. Mr. Chas. H. Metz, of the Waltham Manufacturing Company, has entered suit against the Iver Johnson Arms & Cycle Works, charging infringement of the Metz pedal patents. Several new manufacturers of motor bicycles made their initial announcements during the month, and the outlook now is that by next spring riders will have the opportunity to choose their motor mount from among fifteen or twenty models guaranteed to give satisfaction.

#### Earle for State Senator

Chief Consul Earle, of the Michigan Division, was nominated by the Republicans of the Third Michigan District for State Senator, on the 19th inst. The district is staunchly Republican, and there now seems to be no obstacle to the election of this energetic wheelman and good roads advocate, whose popularity with wheelmen and farmers alike is very great.

## From Day to Day

### SEPTEMBER, 1900

16—Meyers, Jacquelin and Cooper ran as named in Grand Prix of Anvers. Arend and Seidl ran as named in Grand Prix of Hamburg. Koecher defeated Bange, 50 kil., 52:29, at Berlin.

17—Grogna, Singrossi and Jacquelin ran 1-2-3 in Grand Prix of Verviers. Lake ran third to Taillandier and Restelli in amateur race at Nantes.

18—Elkes beat Nelson, 1 hr., 35 m., 742 yds., at Boston. Michael quit in 20 m. race with Stinson at Worcester, Mass.

20—Michael 1, Ross 2, 15 m., 26:22, at New Haven, Conn.

22—Elkes 1, Nelson 2, 50 m., 1:22:22 2-5, making a new American 1 hr. record at 36 m. 827 yds., at Boston. Kimble won mile championship, with Taylor at Montreal.

23—Harry G. Rouse, veteran bicycle builder, died, at Peoria, Ill. Chase 1, Bouhours 2, Taylor quit, 50 m., 1:19:36 1-5, at Paris. Jacquelin won scratch race at Lille. Grogna won Grand Prix of Aix la Chapelle. Bange 1, Koecher 2, 50 kil., 57:45, at Hanover. Kramer won 25 m. open at Vailsburg. Gus Egloff covered century in 4:57:00 on Merrick road, L. I.

24—Moran 1, Ross 2, 25 m., 39:37, at Brockton, Mass.

25-27—Buffalo Athletic Field sold. McEachern 1, Elkes 2, 25 m., 42:56, at Baltimore. Michael 1, Walthour 2, 20 m., 33:02, at Springfield, Mass.

28—G. R. Leander won 5 m. amateur race in 7:59 2-5, record, and made new amateur 1-2 m. flying start record, 0:44 2-5, at Indianapolis.

29—Elkes 1, Ross 2, 20 m., 33:24, at Worcester, Mass.

30—Jacquelin, Meyers and Grogna ran 1-2-3 in Grand Prix of Roubaix. McFarland beat Huret, 25 m., 40:16, and Vanoni, Cooper and Louvet ran 1-2-3 in scratch race, at Paris.

### OCTOBER

1—Gordon beat Gibson and McDuffee, 5 m., at Indianapolis. Taylor beat Fenn in championship match, 1 m., at Hartford.

2—Stinson 1, Moran 2, Elkes 3, 25 m., 37:52, winner breaking records from 3 m. up, and against time records 26 to 28 m. (42:26) at Brockton, Mass.

4—Stinson 1, Ross 2, Moran 3, 25 m., 28:23 1-5, winner breaking records 4 to 12 miles, at Brockton, Mass. Elkes broke paced records 2 m. to 8 m. (12:16 3-5), at Brockton, Mass.

5—Michael 1, McEachern 2, 20 m., 31:42 2-5, at Baltimore.

6—Elkes 1, Ross 2, 1 hr. race, winner covering 39 m. 1,045 yds., American record, and making new records 2 m. to finish, at Brockton, Mass.

7—Jacquelin 1, Cooper 2, Meyers 3, in 3-heat match; McFarland 1, Thuau 2, Colomb 3, in scratch race; Bourotte 1, McFarland 2, Simar 3, in lap race, at Paris. Mathieu-Taillandier (the latter's first professional race) won tandem contest at Geneva, Switzerland. Dickentmann 1, Huret 2, Taylor 3, in 100-kil., championship of Europe, 1:47:13, at Berlin. Robl beat Koecher, 50 kil., 50:09 3-5, and Seidl beat Huber in 3-heat match, at Berlin. Van den Born won Grand Prix of Autumn, Grogna 2, Louvet 3; Vanoni won scratch race, and Vanoni-Louvet won tandem race, at Nantes.

8—McDuffee 1, Nelson 2, 20 m., 32:16 2-5, at Indianapolis.

13—Relay riders carried message from President McKinley at Canton, O., to Wheeling, W. Va., a distance of 94 1-2 miles in 6:15:00.

15—Chicago coliseum track opened, Nelson defeating McDuffee, 15 m., in 27:36.

16—Fisher 1, Chas. W. Miller 2, 15 m., 28:47, at Chicago.

17—Nelson 1, Fisher 2, 15 m., 27:04 1-5, at Chicago.

18—Fisher 1; McDuffee, 2; 15 m., 27:43 at Chicago.

19—Miller, 1; McDuffee, 2; 15 m., 28:01 at Chicago.

19—H. S. Earle, Chief Consul Michigan Division L. A. W., nominated by Republicans for state senator in the third district.

20—W. Stinson put up a new world's record of 39 m., 1,453 yards, for 1 hour, and broke intermediate records 4 to 25 m., to 31 to 40 m., at Brockton, Mass. Michael, 1; McDuffee, 2; 15 m., 27:30 1-2 at Chicago.

25—W. C. Stinson placed world's hour record at 40 miles 330 yards, at Brockton, Mass.

Wheeler—"Bevelgear never has a bell on his bicycle." Scorer—"He doesn't need it. Just look at his stockings."—Yonkers Statesman.



## Progress of Road Building in the United States

By MAURICE O. ELDRIDGE,

Assistant Director of the Office of Public Road Inquiries.

From Yearbook of Department of Agriculture for 1899.

### PART II.

In 1817 John C. Calhoun, Henry Clay and others favored the creation of a new fund for internal improvements. A bill was introduced in the House of Representatives by Mr. Calhoun to set aside for roads and canals the bonus and dividends received by the United States from its newly chartered national banks. In supporting this measure Mr. Calhoun, although a staunch believer in the doctrine of state rights, delivered a speech before the House in which he thus expressed himself:

Let it not be said that internal improvements may be wholly left to the enterprise of the states and of individuals. I know that much may justly be expected to be done by them; but in a country so new and so extensive as ours there is room enough for all, the general and

ent reasons why we should apply our resources to them. Good roads and canals, judiciously laid out, are the proper remedy. Let us, then, bind the Republic together with a perfect system of roads and canals.

The first great object is to perfect the communication from Maine to Louisiana. This may be fairly considered as the principal artery of the whole system. The next is the connection of the lakes with the Hudson river. The next object of chief importance is to connect all the great commercial points on the Atlantic with the western states, and, finally, to perfect the intercourse between the west and New Orleans. There are others, no doubt, of great importance which will receive the aid of the government. The fund proposed to be set apart in this bill is about \$650,000 a year, which is doubtless too small to effect such great objects of itself, but it will be a good beginning. Every portion of the community—the farmer, the mechanic, and the merchant—will feel its good effects; and, what is



Fig. 1.—TYPE OF ROAD IN NEW JERSEY BEFORE IMPROVEMENT.  
From Eldridge United States Department of Agriculture.

state governments and individuals, to exert their resources. Many of the improvements contemplated are on too great a scale for the resources of states or of individuals, and many of such a nature that the rival jealousy of the state, if left alone, might prevent. They require the resources and general superintendence of the government to effect and complete them.

But there are higher and more powerful considerations why congress should take charge of this subject. If we were only to consider the pecuniary advantages of a good system of roads and canals, it might indeed admit of some doubt whether they ought not to be left wholly to individual exertions; but when we come to consider how intimately the strength and political prosperity of the Republic are connected with this subject, we find the most urg-

of greatest importance, the strength of the community will be greatly augmented and its political prosperity rendered more secure.

Henry Clay also spoke in favor of the proposed act, particularly in reference to its constitutional merits, but the House amended and passed it in such a manner as to enable the states to prosecute the work under the supervision of the National Government, and in this form it passed the Senate. On March 13, 1817, President Monroe vetoed this bill, on the ground that he believed it to be unconstitutional, even though its provisions were agreed to by the states. An attempt was made to pass

it over the President's head, but failed of the necessary two-thirds majority.

### CONGRESSIONAL ACTION REGARDING ROAD BUILDING

Upon the defeat of the bill for a National system of roads, and for the funds for the same, Congress returned to its former method of providing for road building from funds derived from sale of public lands. In 1811 5 per cent. of the net proceeds of the sale of public lands in Louisiana were, in the case of Ohio, given to that state for the building of roads and levees; in 1816 the same percentage of a similar fund was given to Indiana for roads and canals, and in 1817 a like sum was given to Mississippi for this purpose. In 1818, 2 per cent. of a similar fund was given to Illinois for roads leading to that state; in 1819, 5 per cent. to Alabama; in 1820, 5 per cent. to Missouri, and in 1845, 5 per cent. to Iowa. In the meantime the annual appropriations

ated by Congress for roads in various places, and of this sum \$200,000 was used in Florida; \$286,000 was expended for a road from Chicago, Ill., to Detroit, Mich., and other points; \$206,000 was used toward the construction of a road from Memphis, Tenn., to the St. Francis river, in Arkansas. In addition to the appropriations above mentioned, grants of land have been made from time to time by the States to aid in the work, and labor of the United States troops has been occasionally employed.

In 1822 the regular appropriation for the Cumberland road was vetoed by President Monroe, and in 1830 the Maysville and Lexington turnpike bill, authorizing a Government subscription to the stock of a turnpike company in Kentucky, was passed by Congress, but was vetoed by President Jackson.

The monetary crisis in 1837 put a damper



Fig. 2.—TYPE OF ROAD IN NEW JERSEY AFTER IMPROVEMENT.  
From Eldridge United States Department of Agriculture.

for the Cumberland road of sums to be replaced from the funds thus set aside in the States through which it passed, were continued. For the fiscal year 1819 over half a million was donated, and on May 25, 1838, the last appropriation, amounting to \$150,000, was made, the sum total being about \$7,000,000.

While the Cumberland road was being built twelve other great national highways were laid out in the states and territories, making what was then regarded a complete system of roads, and more or less work was done in opening and constructing them. Congress provided in 1806 for a road from the frontier of Georgia, leading toward New Orleans, La., and one from Nashville, Tenn., to Natchez, Miss. From 1803 to 1838 a total of \$1,600,000 was appropri-

on all projects requiring large Government expenditures, and from that time to 1854 only a few small appropriations were made. Another period of activity then began, and lasted until the civil war, during which time over \$1,600,000 was laid out, chiefly on roads in the territories. From that time to this, only a few military roads have been made, and of late years nothing has been done in the way of national aid, save the building of roads in the District of Columbia, in national cemeteries, and on reservations.

### INTRODUCTION AND DEVELOPMENT OF STEAM RAILROADS

The work of building national highways, it will be observed from the foregoing, progressed but slowly, and before much had been accomplished in this direction





JAMES A. ALLISON,  
Secretary-Treasurer Indiana Division.

steam railroads were introduced. It was seen at once that this form of transportation would be far superior to the old method, and many people believed that railroads would eventually do away with the need of public highways. The national highways were, therefore, abandoned, and for several decades thereafter the public roads were almost completely neglected, while private capital undertook the construction of railroads.

The railroad had its birth in the United States on the Fourth of July, 1828. On that day the ceremony of breaking ground for the Baltimore & Ohio Railroad was performed by Hon. Charles Carroll, who was at that time the only surviving signer of the Declaration of Independence. From the small section that was operated at first by horse power has grown a system which places this country in the front rank in the character and extent of its railroads.

The mania for building railroads soon began to spread; speculators again came to the front as they had done when turnpike building was so popular. Railway lines were projected which, had they all been built, would have far surpassed the number now in actual operation. Seven years after the commencement of the construction of the Baltimore & Ohio, over 1,000 miles of railroads were in operation in the United States, and today they penetrate nearly every section of our land.

Thus, the rapid development and extension of railways has, to a large extent, monopolized the thoughts, energies and finances of the people, and tended to exclude consideration of the no less important source of national development, the public highways.

There must, however, be a limit to the building of railroads. With all our railroads, the transportation problem has not yet been solved. Indeed, the building of so many railroads has made it more necessary

than ever that the primary means of transportation, the country road, should be improved. Ninety-nine per cent. of the commerce of the United States which is transported by steam, is carried for some distance over the public thoroughfares, and "it costs as much in some cases to haul goods to and from the railway station over the country road as it does to transport by steam the same amount of goods from ocean to ocean or from continent to continent."

#### DIFFICULTIES OF TRANSPORTATION AND OF TRAVEL

For many years after the introduction of railroads so little attention was given to the construction and maintenance of the public highways that their condition in most places became even more deplorable than ever. The local roads, as well as the inter-state turnpikes, became practically impassable. As an illustration of these conditions, the following facts are cited:

When agricultural machinery began to be manufactured at Walnut Grove, Va., great difficulty was experienced in procuring some of the material which had to be brought from a distance. Neither was it easy, when the machines were once manufactured, to get them to market. Sickles were made 40 miles away, but as there were no railroads and but few highways fit for wagons, the blades, six feet long, had to be carried on horseback. It was soon realized that while reapers were luxuries in Virginia and the East, they were a necessity in Ohio and Illinois, and on the plains of the great West. When it was discovered that the West was the natural market for these agricultural machines, the next and most difficult question was that of getting them there. The question was finally solved by shipping the first consignment, in 1844, by wagon trains from Walnut Grove to Scottsville, Va., then down the canal to Richmond, thence by water down the James river into the Atlantic, and around Florida into the Gulf of Mexico, thence by way of New Orleans up the Mississippi and Ohio rivers to Cincinnati, Ohio.

1—Men of Achievement, Inventors, by P. S. Hubert, Jr.

#### New Ordinance in Syracuse

On September 25th, the city council of Syracuse, N. Y., passed a new vehicle ordinance, in which bicycle riding is regulated as follows: Speed must not be greater than eight miles an hour nor five miles around corners. Within the half mile circle of Erie Canal and Salina street, speed must not be greater than three-fourths of the above. Bells must be carried, diameter to be between 1 1/2 and 3 inches. No hands-off riding. No trick riding. Not more than two wheels abreast. Leave no bicycles on sidewalks within the half mile circle and none elsewhere so as to obstruct passage of pedestrians.

The bicycle is the mechanical Volapuk in the world of vehicles; the universal language of motion; the common, international expression of transportation.

## Cycle Touring Aid from the League

By GEORGE M. SCHELL,

Chairman L. A. W. Touring Department.

The L. A. W. member who, having thoroughly covered the territory within a radius, say, of one hundred miles of his home, desires to explore a wheel the "terra incognita" of distant states or foreign countries, would be comparatively helpless but for the assistance afforded him by the Touring Department of the League. True, he could buy all the necessary road books and maps, and laboriously dig out the required information, as members of the great army of "unattached" are required to do; but such a means of acquiring a knowledge of the best routes for a long bicycle tour would have the effect of reducing the touring habit almost to the vanishing point. It can truly be said that since the establishment of the Touring Department, less than two years ago, the custom of taking long distance trips a wheel has increased among League members fully 100 per cent., and this despite the decrease in membership. This department, therefore, not alone fosters touring, but promotes it.

It has been the object of this department to make easy the way of the cycling tourist, and it has made every effort, with the means at its command, to furnish him, before starting on his trip, with the fullest possible details of the routes over which he will travel—and this, be it understood, at no expense to him apart from the postage required to carry the information to him. In this respect the League member has at present a distinct advantage over the member of a foreign touring organization. All continental countries are so well mapped, and in such small sections, that when the tourist who contemplates a long trip has purchased all the necessary road books and maps—for it is an iron-clad rule that all information obtainable from publications sold by the club must be bought by the "anxious inquirer," a reference to the book or books alone being given him when he forwards a query to the Touring Bureau—he has expended quite a neat little sum.

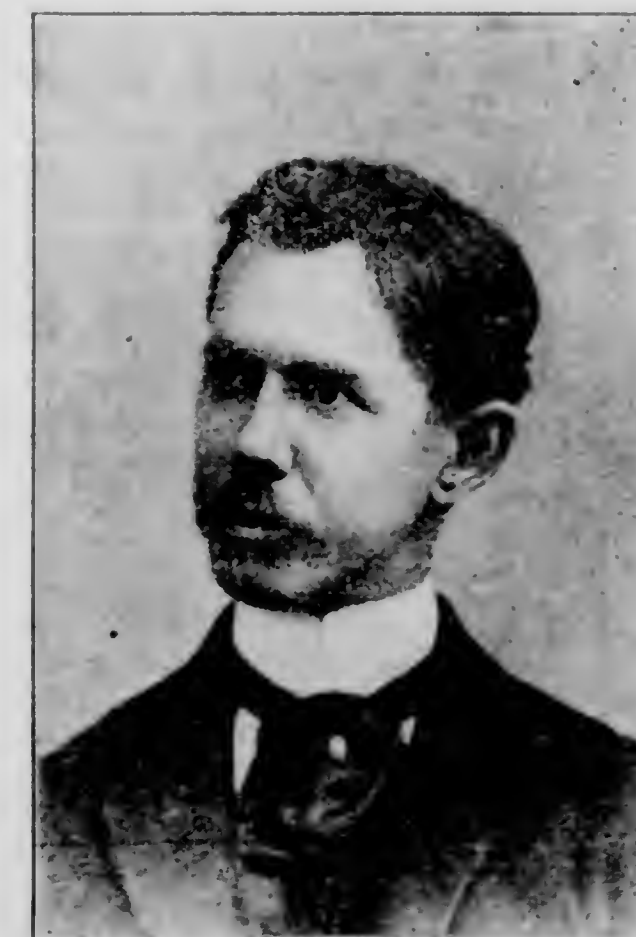
#### LONG DISTANCE ROUTES

As fully 90 per cent. of the requests for route information have come and will come from the section of the country lying east of Chicago and north of Washington, this department has devoted its energies to the preparation of long-distance routes lying within that territory—although Routes Nos. 12 and 13 will carry a tourist from Washington to St. Louis and from Chicago to Salt Lake City respectively. A list of the routes prepared by the Touring Department may always be found in the Official News in each number of the L. A. W. Magazine under the caption, "L. A. W. Touring Department." Route No. 13 is a continua-

tion of Route No. 1 (New York to Chicago), both of which will ultimately form a part of the best transcontinental route obtainable between New York and San Francisco.

#### AS TO OFFICIAL HOTELS

A somewhat weak feature of the touring facilities is the present system—or lack of system—of official hotels. These touring conveniences are primarily creatures of the various divisions, and as such a national



GEO. M. SCHELL,  
Chairman National Touring Department.

committee can at present do little or nothing to bring about an improvement therein. It is the hope of the Touring Department, however, to eventually furnish a list of hostelrys along the various long-distance routes already prepared and in preparation. Some of the divisions—Pennsylvania, for instance—have a fairly representative list of official hotels, where, upon the exhibition of his membership ticket, the touring League member receives certain discounts from the regular rates. Some other states—notably New York—have lists out of all proportion to the size of the division, many of the large cities being without a League hotel. But for New York it can be said that its hotel system is such that few if any complaints as to failure to secure reduced rates are at present received at headquarters.

Another rather bad feature that could



easily be remedied by the divisions is the failure to keep hotel lists up to date. Official lists issued, in some instances, two years or more ago, are apparently still in force. And when the tourist who has been directed in good faith to stop at the official hotel in any town fails to receive the looked-for rate concession he naturally hurls anathemas at the devoted head of the chairman of the Touring Committee. Correspondence usually reveals the fact that the contract was entered into in 1899 or earlier, and has not since been renewed. There is certainly room for improvement in the hotel system of the various divisions, and we may have something to say upon the subject in the annual report of the Touring Committee.

#### EUROPE VS. AMERICA

We have on several occasions been asked to explain the "lack of interest in touring in this country as compared with that in Continental countries." The "lack of interest" is such only by comparison. Man—and this doesn't leave women out of the proposition—is essentially an ease-loving animal. A 500-mile trip in this country



sometimes seeks an excuse to take a train. It thus appears that interest in touring depends mainly upon good roads. It is this alone that enables foreign wheelmen's associations to build up their organizations around the touring feature, and it is the constant adding to the good roads and side-path mileage that is yearly popularizing long-distance touring in this country.

#### A TOURING LIBRARY

The nucleus of a library of foreign and American road books, maps and other literature of interest to the cycling tourist has already been collected at the headquarters of the Touring Committee, and it is hoped that at no very distant day—when the amount of material gathered shall warrant such a procedure—it may be found practicable to arrange this information in such shape that it may be easily accessible to all L. A. W. members.

#### "Crazy Suspension Bridges"

"Your picture of the 'crazy suspension bridge' over the Potomac at Great Falls, in the October Magazine, reminds me," writes F. R. Webb, of the Virginia Female



THESE SUSPENSION BRIDGES ARE COMMON IN VIRGINIA AND MARYLAND.

Photos by F. R. Webb, Staunton, Va.

usually entails an expenditure of considerably more muscular effort than does a ride of the same distance in a foreign country. There the roads are old and uniformly good; the country is thickly populated; cities and towns, with their inevitable inns and hotels, are close together; the objects of interest are so thickly scattered along the route that, with the ease of locomotion, the mind has no time to dwell on the few physical difficulties of the trip. Result: European touring is an unalloyed joy.

A 500-mile tour in the United States will of necessity carry the tourist over some roads where he will become engrossed over the question: "I wonder when we'll get to the end of this miserable stretch." All his energies are devoted to surmounting the physical difficulties of his journey; he has no time to enjoy the beauties of the scenery; there is a woeful dearth of ruined castles and dilapidated monasteries dating from the middle ages. Result: If he has a yellow streak in his physical make-up he

Institute, at Staunton, Va., "that such bridges are common over the small streams and rivers of Virginia and Maryland. They are of course only intended for foot passengers; are very light in construction, consisting merely of two light parallel cables, with a foot-way suspended beneath by iron rods. I mail you a couple of photographs of Mr. Frank D. Webb riding his bicycle over one of these bridges across the upper Shenandoah river. When you consider that the flimsy structure swings and sways with every foot-fall to such an extent that it is really difficult to cross on one until one gets the hang of the thing, the difficulty of the feat is the more apparent. The bridge in question is about 150 feet long, and hangs some 25 or 30 feet above the water."

A picturesque racing reporter recently wrote: "Smithson came into the straight with the race at his mercy, but lost his head, and threw it away."

## SPORTS THAT INTEREST LEAGUE MEMBERS

### America's Cup

By W. P. Stephens.

Owing to the amicable understanding now existing between the New York Yacht Club and the Royal Ulster Yacht Club, the complete arrangements for another match for the America cup have been made very quickly. The challenge came unexpectedly on October 11, preceded by a cable dispatch on October 9, the first announcement that Sir Thomas Lipton had decided to try again for the cup next year. A special meeting of the New York Yacht Club was held on October 18, Com. Ledyard presiding, and a large number of members being present. The challenge was in the name of the Royal Ulster Yacht Club, of which Sir Thomas Lipton is a member. The terms are the same as in the Valkyrie III-Defender match of 1895, and the Shamrock-Columbia match of last year. The new challenger will be of 90 ft. waterline, and named Shamrock II. The match will include a series of three out of five races, all to be sailed over open water courses outside Sandy Hook. Each course will be 30 nautical miles alternately windward and leeward, and triangular.

The one important change from previous years is the month, August being named by the challenger. It will be remembered that last year the races were sailed in October, a later date than usual. The three matches of 1885, 1886 and 1887 were sailed in September, as were those of 1893-1895, but in view of the calms and light winds encountered each year, the challenger requested a later date for the last match. As will be remembered, the month of October last year was marked by clear, warm weather, and no wind, the two yachts, Shamrock and Columbia, with a large attendant fleet, going out eleven different days before the three successive wins of the Columbia decided the possession of the cup for the time being. The change to August may or may not bring better racing weather, there is a possibility of a West Indian hurricane along the Atlantic coast in the latter part of the month, but beyond this the weather is apt to be clear, hot and calm.

The new challenger has been a matter of continual study with Sir Thomas Lipton ever since the defeat of Shamrock, and his plans are carefully perfected, but thus far they are known only to himself. He has announced that he will have a new cutter, designed by G. L. Watson, and that she will bear the name of the old boat, Shamrock,

also that she will be handled by Captain Edward Sycamore. In addition to this Will Fife, Jr., designer of Shamrock I., as she must not be called, will have a free hand in altering her for a series of trial races with the new boat, and it is just possible that both may be seen on this side. In view of Mr. Watson's thorough experience in composite construction, and of the many fine yachts built from his designs after his method by D. W. Henderson & Co., of Glasgow, it is possible that Shamrock II. will be built by this firm and of both wood and metal. As to her model, it is safe to say that she will be a keel cutter of very similar dimensions to Columbia.

The question of a skipper for a cup challenger is a very important one, in view of the men who are almost certain to beat and about the wheel of the American boat. This party always included the designer, the owner, several of the best American amateurs, and the best skipper obtainable. In the Valkyrie III. and Shamrock, the designers were not on board, the owners were not practical yachtsmen, and the entire management of the racing was left to the professional skippers, of whom there were two. This division of work and responsibility is a new idea in yachting, and in neither case did it work satisfactorily. Next year Sir Thomas Lipton will have but one skipper for each boat. The new boat will be in the charge of Captain Edward Sycamore, one of the leading English skippers, an associate of Capt. Crownfield, on Valkyrie III. in 1895. In addition to the valuable experience of American racing having been thus obtained, he spent three months in this country last summer watching the new 70-footers and other yachts.

Beyond the appointment of a special committee including the officers and some of the other members of the New York Yacht Club, with full power to accept the challenge and carry out the match, nothing has yet been done to defend the cup. It is practically assured, however, that one new yacht will be built by the Herrshoffs, and Columbia will be fitted out and raced against her. Thus far no individual or syndicate has volunteered to build such a yacht, but it is almost certain that the younger yachting set, W. K. Vanderbilt, Jr., Cornelius Vanderbilt, H. P. Whitney and their associates will come to the front in place of Messrs. Iselin, J. P. Morgan, E. D. Morgan and the other yachtsmen. While Mr. Iselin may undertake to race Columbia, it is hardly probable that for the fourth time he will assume the responsibility of building and racing a new boat. Of the new men the likelier as the managing own-



er of the new boat is Mr. Herman B. Duryea, part owner and amateur skipper of Yankee.

The question of the possibility of Mr. Herreshoff surpassing Columbia in a new effort is a most interesting one. Columbia is unquestionably a wonderfully fast boat, and of more durable construction than either Defender or Shamrock. She should be much faster in her second than in her first season, and it would not be surprising if, after only a couple of months for trial and working up, the new boat failed to beat her.

#### THE SEAWONHAKA CUP

While the America Cup races will naturally monopolize the attention of the entire yachting world next season, the races for the Seawonhaka international challenge cup promise to be of more than usual interest. For the first time since 1895 a British yachtsman has challenged for the cup, which has been held since 1896 by the Canadian designer, Mr. G. H. Duggan. The boats will be built to the new rule, first adopted this year, with a limit of 500 square feet sail area, and 27 feet six inches waterline, the construction being also restricted. These conditions are new to the British designers and it remains to be seen how successfully they will utilize them. The new challenger is Mr. Lorne C. Currie, a member of several British yacht clubs, as well as the leading French clubs, his home being at Havre, France. Last summer he challenged for the cup of the Cercle de la Voite de Paris, but was defeated, his yacht Scotia having been originally designed for another class, and being under measurement. He is now having a boat designed and built by Harley Mead, of West Cones, Isle of Wight, a young English designer who has been very successful in the smaller classes, and has lately started a building yard. Mr. Currie will also build a trial yacht from his own designs. It is probable that other yachtsmen will build trial boats, and both Linton Hope and Arthur E. Payne are likely to be represented in the class.

Mr. Currie's challenge is backed by the Island Sailing Club, a flourishing racing club devoted to the smaller classes.

On the side of the defender, the Royal St. Lawrence Yacht Club, a special effort will be made to enlist the interest of Canadian yachtsmen in order that the defense may be a national rather than local matter. While the club will as usual build a trial fleet of its own, other clubs will be invited to send yachts of Canadian design and build to the trial races on Lake St. Louis. The races for the cup will take place in July over the usual courses off Pointe Claire.

#### INTERNATIONAL RACES ON THE LAKES

There is a prospect of a challenge, or possibly two from the Canadian to the American side of the Great Lakes, as two valuable cups are now held by American yachtsmen. The more important of these, the Canada cup, was first won in 1896 by the cutter Canada, of the Royal St. Lawrence Yacht Club, from the fin keel Vencedor, of Chicago, being regained in 1899 by the Chicago Yacht Club through the victory of

Genesee over Beaver, at Toronto. In order to win the cup anew the Royal Canadian Yacht Club will be obliged to send a fast yacht to Chicago.

#### THE SEVENTY-FOOT CLASS

The racing of the 70-foot class has had a rather sensational ending in the letter of Mr. Cornelius Vanderbilt, owner of Rainbow, to the race committees of the New York, Lerchmont, Atlantic and Seawonhaka Corinthian yacht clubs, resigning all claims to the cups won by him during the latter part of the season. The reason for this unusual action is that it was brought to Mr. Vanderbilt's knowledge after the last races that his yacht was violating the racing rules in having shipped new ballast after being measured, and failing to ask for a re-measurement. The blame for this, though accepted personally by Mr. Vanderbilt, is commonly laid to his skipper, Capt. Parker, who was on his way to England when the matter became public. The various race committees have, of course, accepted the cups, which by the rules go to the next yacht in the race, in each Mr. Belmont's Mineola II. Mr. Belmont, however, has declared that he will not accept the cups, and the owners of the Yankee and Virginia have made similar statements. The cups themselves include the \$1,000 Lipton cup, the Adams cup of the Atlantic Yacht Club, and other valuable trophies. The whole occurrence is an unusual one in yachting.

#### DEATH OF A YACHTING EDITOR

The sudden death of Mr. Wm. E. Robinson, yachting editor of the Boston Globe, which occurred at his home in Summerville, Mass., on Oct. 14, is a serious loss to yachting, as he was one of the most competent and conscientious of American yachting writers. His work has been known for many years as both accurate and reliable.

#### THE SEMI-CENTENNIAL

The coming match for the America Cup gains additional interest from the fact that 1901 will be the semi-centennial of the building of the yacht America and the winning of the cup. The trophy, which never was a "Queen's Cup," though commonly called so, was given by the Royal Yacht Squadron as the prize for an open regatta, free to yachts of all nations, around the Isle of Wight, on August 21, 1851. America won the cup, and in 1857 her six joint owners dedicated it as a perpetual challenge cup for friendly competition between yachts of different foreign countries. It was first challenged for by James Ashbury, with the schooner Cambria, in 1870, and then with the schooner Livonia in 1871. In 1876 the Canadian schooner Countess of Dufferin challenged, and in 1881 the sloop Atlanta, also a Canadian yacht. The later challengers, all cutters, have been Genesta, 1885; Galatea, 1886; Thistle, 1887; Valkyrie II., 1893; Valkyrie III., 1895, and Shamrock I., 1899. The yachts which have defended the cup before have been, Magic 1870; Sappho and Columbia I., 1871; Madeline, 1876; Mischief, 1881; Puritan, 1885; Mayflower, 1886; Volunteer, 1887; Vigilant, 1893; Defender, 1895; Columbia II., 1899.

## Golf Championships

### VARDON IS CHAMPION

Harry Vardon and J. H. Taylor, respectively former and present champion of England, contested for the open golf championship of the world at Wheaton, Ill., in the tournament at that place October 4-5, and by the advantage of a single stroke on each day Vardon conquered his conqueror and carried off the honors of the tournament, with Taylor the first man to congratulate him on his triumph. Vardon was a machine against a man controlled by human emotions. He played about the same kind of golf from start to finish. It was not record breaking, but it was regular. The galleries of several hundred people meant no more to him than the bare hills. Taylor, on the contrary, was erratic. His first score was his best. When his great playing attracted attention and drew the crowd he was vulnerable. A swift move of his fist when he fell into a bunker indicated the high pitch at which he played. At times this pitch gave him greater brilliancy than was shown by Vardon, but it was the steadiness, the indifference of the latter that made him champion. Vardon was the favorite at the start of play, but when the first round had been completed the galleries favored Taylor. The champion of England was undoubtedly neither acclimated nor as well accustomed to American links as was Vardon, and yet his playing was of the championship order, as is demonstrated by the fact that his defeat was by but two strokes.

The scores of the leaders follow:

Harry Vardon—First day:  
Morning, out 5 4 4 4 5 5 4 4—40  
In ..... 4 4 6 5 4 4 4 4—39—79  
Aftern'n, out 4 5 4 5 4 5 4 3—38  
In ..... 3 4 5 5 5 4 4 4—6—78—157

Second day:  
Morning, out 5 3 5 5 4 6 4 4 3—39  
In ..... 3 3 5 6 4 4 4 4—37—76  
Aftern'n, out 5 5 5 5 5 5 3 4—40  
In ..... 3 4 5 5 4 5 4 5—40—80—156  
Grand total, 313.

J. H. Taylor—First day:  
Morning, out 5 5 5 5 5 4 4 4—41  
In ..... 3 4 4 5 4 4 3 4—35—76  
Aftern'n, out 5 4 5 5 4 6 5 4—41  
In ..... 3 4 5 6 4 4 6 4—41—82—158

Second day:  
Morning, out 5 5 4 5 5 5 4 4 3—40  
In ..... 3 4 5 5 5 4 4 4—39—79  
Aftern'n, out 5 5 5 6 5 5 4 4—42  
In ..... 3 4 4 5 3 4 4 4—36—78—157  
Grand total, 315.

The final scores of the first ten are given herewith:

Rank—Player.	1st Day.	2d Day.	T'l		
1—Harry Vardon, Ganton, Eng. ....	79	78	76	80	313
2—J. H. Taylor, Richmond, Eng. ....	76	82	79	78	315
3—David Bell, Midlothian .....	78	84	83	78	323

4—L. Auchterlonie, Glen View .....	84	82	83	78	327
5—Will Smith, Midlothian .....	82	83	80	83	328
6—George Low, Dyker Meadow .....	84	80	85	82	331
7—Tom Hutchinson, Shinnecock Hills ....	81	87	81	84	333
8—Henry Turpie, Edgewater .....	84	87	79	84	334
9—Stuart Gardiner, Lennox .....	85	78	84	89	336
10—Val. Fitzjohn, Sadaquda .....	81	83	89	82	335

Incidental to the tournament was Will Smith's performance in 73, one less than the course record, established in July by Vardon.

Almost immediately after the conclusion of the championship contest, Taylor departed for England.

#### WESTERN TOURNAMENT

The Western team and individual amateur championships were contested at Lake Forest, Ill., September 26-28, and were extremely interesting. The team championship was won by Onwentsia, with Glenview second, St. Paul third, Midlothian fourth, Skokie fifth, Edgewater sixth, Belmont seventh and River Forest eighth. Milwaukee, Riverside and Washington Park entered, but failed to appear. The scores of the first two clubs follow:

Onwentsia, 30 down—Walter B. Smith, 168, 4 up; D. R. Forgan, 180, 8 down; Slason Thompson, 198, 24 down; Walter E. Egan, 170, 2 up; William Waller, 174, 4 down.

Glenview, 70 down—Phelps B. Hoyt, 177, 5 down; William Hollabird, Jr., 183, 13 down; Louis James, 184, 14 down; W. I. Osborne, 186, 11 down; C. M. Campbell, 206, 27 down.

During the team play Walter B. Smith, of Onwentsia, negotiated the eighteen holes in 81, four less than bogey, making the outward journey in 44, and coming home in 37. The latter figure is a new amateur record for the course.

William Waller, the veteran Onwentsia player, won the amateur individual championship from William Hollabird, Jr., the 17-year-old Glen View player, by the narrow margin of 1 up. Hollabird, apparently feeling the effects of his close morning game with Walter B. Smith, played a wretched game for the first nine holes, and did not get over his nervousness until the game was almost hopelessly lost. Coming in he played brilliantly at times, and at the 17th hole had succeeded in pulling up all square. Waller, never a brilliant but always a steady player, took the home hole in 3 after a magnificent approach to within six feet of the cup, and with it the championship. Waller really won the match on the 15th hole with a fortunate brassy, which struck just over the bunker and bounding on the side of the elevated green, rolled to within two feet of the hole. Hollabird's second, on the contrary, struck the side of the green and bounded back. Thus the element of luck had considerable to do in deciding the championship, although Waller apparently outclassed his youthful opponent for the first nine holes. The sen-



sation of the play was the defeat of Walter E. Smith by Hollabird in the semi-finals. Smith's machine-like work on the preceding days had made him a warm favorite for the honors of the tournament, but in his game with the Glen View player he was sadly out of form. The finals for the second and third 16 cups were rather one-sided. Louis Allis, of Milwaukee, took the second 16 cup from Charles Zueblin, of Midlothian, 5 up 3 to play, and "Snake" Ames, famous in Princeton baseball struggles, won the third 16 cup by defeating W. A. Alexander, of Onwentsia, 6 up, 5 to play.

#### MISS GRISCOM'S TRIUMPH

After Miss Francis C. Griscom had disposed of Miss Beatrix Hoyt in the second round of the Baltusrol open tournament for women, the champion of the year won final honors by defeating Miss Georgiana M. Bishop on October 20th. The score was 109 to 110.

Miss Griscom, after being behind from the fourth hole, won on the home green by getting down an eight-foot put, Miss Bishop failing on a one-foot put to get a half. It was not the first put of the sort that she had missed in the match, for, in fact, the putting green was the only place where Miss Griscom had a signal advantage. From the tees, and with brasseys and irons, Miss Bishop was quite the better, and her courage in playing to carry the bunkers was a grand point in her game. Miss Ruth Underhill was the scorer and referee. She made a painstaking official, although once or twice she would have scored a hit with the "gallery" if she had raised a warning hand to some of the too enthusiastic of the Philadelphia girl's supporters. Miss Griscom has now won in turn, within two months, the national championship, the Philadelphia championship, and what is really the Metropolitan open championship, for so the annual Baltusrol event is dubbed by the golfers. It is a triple success, unique in the records of the game in this country.

#### VARDON MEETS DEFEAT

The announcement that Bernard Nicholls, of Boston, had defeated Harry Vardon, open champion of the United States, over the course of the Brae-Burn Club at West Newton, created a sensation in golfing circles of the country. It has been supposed that the match would be an easy victory for the champion, in view of the excellent record he has made since coming to this country in mowing down some of the best and most expert golfers.

On the other hand, the match was one of the hardest Vardon has played, and after the last hole had been played Manager C. S. Cox said the match was the stiffest that Vardon had ever been "up against." It was nip and tuck from the first tee until the thirty-sixth hole was made, and then the Boston man was a winner by a score of 1 up.

"How did Bernard Nicholls defeat Vardon?" is the question which is being most agitated in golfing circles at the present time.

Twice Nicholls has accomplished this

feat, which no other golfer of the United States has been able to perform single handed. Though the Boston player has beaten the champion at two different times in the past eight months, to the minds of some it does not seem possible that it has been by the best of golf.

#### ABOUT YOUNG GOLFERS

Young golfers of both sexes still in their teens who began to swing the driver and cleek at the ages of 10 and 12 years, are looked upon as marvels. But what about those who play at the ages of 5 and 7 years? These little ones now absorbing the game can scarcely fail to develop into remarkable players a few years hence. Experts on the other side have more than once said that our amateurs in this country would never attain to the highest degree of proficiency until they began to take up the game when young. There is doubtless a good deal of truth in the assertion, although Walter J. Travis and Herbert M. Harriman, both of whom have reached the first rank, learned the game in the United States, and after attaining mature years at that.

#### GOLF MISCELLANY

Detroit won the golf championship of the League of the Lower Lakes at Detroit on October 4. Buffalo, Rochester and Cleveland were the other contestants.

Margaret Abbott, of the Chicago Golf Club, won the women's championship in the match at Copenhagen on October 4.

On October 9, at Scranton, Pa., Vardon made an up-hill drive of 283 yards.

## Base Ball Aftermath

#### BROOKLYN'S PENNANT VICTORY

On Sunday, September 14, the National League season closed and, as was forecasted in this review last month, Brooklyn won the pennant, with Pittsburg second. The chances of the latter combination to secure first place were utterly destroyed by Pittsburg's own inability to play winning ball at the crucial period. Once, twice, three times was the pennant almost within Pittsburg's grasp, and each time it went glimmering when the Smoky City aggregation went down in defeat before weak teams that by all base ball calculations should have been easy victims. The final standing follows:

Rank.	Club.	Won.	Lost.	Pct.
1—	Brooklyn ..	82	54	.603
2—	Pittsburg ..	79	60	.568
3—	Philadelphia ..	75	63	.543
4—	Boston ..	63	72	.478
5—	Chicago ..	65	75	.464
6—	St. Louis ..	65	75	.464
7—	Cincinnati ..	62	77	.446
8—	New York ..	60	78	.435

#### WINNERS OF PENNANTS

The victory of the Brooklyn team gives the city "across the bridge" a National League pennant for the second successive time and for the third time since Brook-

lyn joined the big body. In 1890 the Brooklyn team, fresh from the American Association, swept aside the weak teams of the National League, which had suffered losses in strength through the formation of the Players' League, and finished in first place. Since then five pennants have gone to Boston and three to Baltimore, and now Brooklyn scores its third triumph.

A summary of pennant victories since the establishment of the National League in 1876 is given herewith:

Year.	Winning clubs.	No. of Clubs.	Games.	Pct.
1796—	Chicago .....	8	257	.788
1877—	Boston ..	6	139	.648
1878—	Boston ..	6	180	.707
1879—	Providence ..	8	288	.705
1880—	Chicago .....	8	332	.798
1881—	Chicago ..	8	334	.667
1882—	Chicago ..	8	334	.665
1883—	Boston ..	8	390	.643
1884—	Providence ..	8	447	.750
1885—	Chicago ..	8	442	.776
1886—	Chicago ..	8	480	.725
1887—	Detroit ..	8	492	.637
1888—	New York ..	8	532	.641
1889—	New York ..	8	513	.659
1890—	Brooklyn ..	8	531	.667
1891—	Boston ..	8	545	.630
1892—	Boston ..	12	903	.690
1893—	Boston ..	12	777	.662
1894—	Baltimore ..	12	805	.699
1895—	Baltimore ..	12	783	.659
1896—	Baltimore ..	12	778	.698
1897—	Boston ..	12	778	.705
1898—	Boston ..	12	907	.684
1899—	Brooklyn ..	12	901	.682
1900—	Brooklyn ..	8	554	.603

In the twenty-five years of National League existence, but seven pennants were won by teams west of the Alleghanies, and 6 of these went to Chicago, Detroit being the only other western victor. The eighteen other pennants were distributed among Boston, Brooklyn, Baltimore, New York and Providence, whose victories respectively numbered eight, three, three, two and two.

#### A POST-SEASON SERIES

At the conclusion of the National League season, the Brooklyn and Pittsburg teams met in a post-season series for the championship of the world, the trophy being a handsome silver cup offered by the Pittsburg Chronicle Telegraph. The team to win three games was to be declared the trophy winner. All the contests of the series were played in Pittsburg, and although Brooklyn had the disadvantage of being away from home and of playing to hostile crowds, the champions were not to be denied victory, and they won the first two contests and the fourth, Pittsburg taking the third. When the series was finished, the winning team took the cup to the hotel and made merry. Each player congratulated his team mate on the outcome of the series and the entire team by a unanimous vote turned the trophy over to Pitcher McGinnity to become his personal property forever. The twirler was greatly surprised on being made the recipient of this token of esteem on the part of his fel-

low-players, and he was at a loss for words to express his feelings. McGinnity intends to retire from base ball, and the members of the Brooklyn team wanted to show their appreciation of his services this season in some manner, and the trophy cup made an appropriate reminder of the good feeling toward the pitcher. It was due to McGinnity's splendid work on the rubber that the team was able to win the pennant, and later the series with Pittsburg. The Brooklyn management gave McGinnity \$100 extra for his brilliant work on the rubber.

#### AMERICAN LEAGUE EXPANSION

That most successful of so-called minor leagues, the American, held its annual meeting in Chicago a short time since and reached several important decisions, among them being the following: To change the circuit by dropping Minneapolis and Kansas City and taking up Baltimore and Washington, and to get into Philadelphia and Boston if possible; to demand of the National League the abolition of the draft rule, thus permitting the American League to keep their players indefinitely; to abolish the farming system; and to permit no American League club to hold under contract at one time more than fourteen players. Later the American League made an agreement to recognize the new Players' Association, which is seeking more equitable contracts with National League clubs. This latter move is construed by the New York Sun to mean an effort to wreck the National League.

## Gridiron Contests

The progress of the foot ball season can best be told in figures. The summary of the work done by the Big Four of the East of October 20th, inclusive, is given herewith:

Teams	Times Scored				Avg Score
	Won	Lost	Tied	Ag't	
Yale ..	7	0	0	0	30-0
Harvard ..	7	0	0	0	24-0
Princeton ..	7	0	0	1	20-0
Pennsylvania ..	7	0	0	2	29-0

Lehigh scored against both Princeton and Pennsylvania, and Pennsylvania State scored against Pennsylvania, the figures being Princeton 12, Lehigh 5; Pennsylvania 27, Lehigh 6; Pennsylvania 17, Pennsylvania State 5.

The highest score for each of the Big Four has been thus: Yale 50, Bates 0; Harvard 41, Bates 0; Princeton 43, Syracuse 0; Pennsylvania 47, Franklin & Marshall 0. The lowest score in each case has been Yale 17, Dartmouth 0; Harvard 12, Williams and Bowdoin each 0; Princeton 5, Naval Academy and Lafayette each 0; Pennsylvania 12, Brown 0.

The scores in the contests played by the Big Four are as follows:

Yale 22, Trinity 0; Yale 27, Amherst 0;



Yale 30, Tufts 0; Yale 50, Bates 0; Yale 17, Dartmouth 0; Yale 30, Bowdoin 0; Yale 38, Wesleyan 0.

Harvard 24, Wesleyan 0; Harvard 12, Williams 0; Harvard 12, Bowdoin 0; Harvard 18, Amherst 0; Harvard 24, Columbia 0; Harvard 41, Bates 0; Harvard 39, West Point 0.

Princeton 40, Stevens 0; Princeton 12, Lehigh 5; Princeton 26, Pennsylvania State 0; Princeton 11, Baltimore Medical 0; Princeton 5; Naval Academy 0; Princeton 43, Syracuse 0; Princeton 5, Lafayette 0.

Pennsylvania 27, Lehigh 6; Pennsylvania 47, Franklin and Marshall 0; Pennsylvania 38, Haverford 0; Pennsylvania 33, Dickinson 0; Pennsylvania 12, Brown 0; Pennsylvania 17, Pennsylvania State 5; Pennsylvania 30, Columbia 0.

The comparative scores in games in which two of the Big Four have met the same opponents give a line on the strength of the various combinations of talent. Yale and Harvard have both played Bates, Bowdoin, Amherst and Wesleyan, and the scores were: Yale 50 and Harvard 41 to 0 in each case for Bates; Yale 30 and Harvard 12 to 0 for Bowdoin; Yale 27 and Harvard 18 to 0 for Amherst; Yale 38 and Harvard 24 to 0 for Wesleyan. Thus the total score in these games was 145 for Yale and 95 for Harvard, an average per game of about 38 for Yale and about 24 for Harvard.

Harvard and Pennsylvania have both met Columbia and Harvard scored 24 to 0 against Pennsylvania's 30 to 0.

Pennsylvania State and Lehigh have contested against both Pennsylvania and Princeton and scores were made by both sides in three of the four contests. Princeton held Pennsylvania State safe, 26 to 0, but Pennsylvania was scored against, winning 17 to 5. Lehigh scored 6 against Pennsylvania to the latter's 27, and 5 against Princeton to the latter's 12. The total scores are Pennsylvania 44, Princeton 38, Lehigh 11 and Pennsylvania State 5, and average per game to the winners of 22 for Pennsylvania and 19 for Princeton.

THE WESTERN CAMPAIGN

In the west Chicago, Illinois, Wisconsin and Michigan are battling for championship honors with Illinois slightly in the lead on general showing. The summary of work done is as follows:

Teams	Times				Avg
	Won	Lost	Tied	Ag't	
Illinois .....	6	0	1	0	24-0
Chicago .....	6	1	1	4	20-3
Wisconsin .....	4	0	0	0	34-0
Michigan .....	4	0	0	2	19-5

Illinois tied with Northwestern, 0 to 0; and Chicago with Minnesota, 6 to 6. Michigan was scored against by Case and Purdue; and Chicago by Dixon, Purdue, Minnesota and Brown, the latter winning, 11 to 6.

The highest score in each case was: Chicago, 40; Rush, 0; Illinois, 63; DePauw, 0; Wisconsin 64, Upper Iowa 0; Michigan 29, Hillsdale 0. The lowest scores were: Chi-

cago 6, Brown 11 in a defeat, and Chicago 16, Knox 0 in a victory; Illinois 6, Physicians and Surgeons 0; Michigan 11, Purdue 5.

These are the scores to October 20th, inclusive:

Illinois, 26, Rose Poly 0; Illinois 63, DePauw 0; Illinois 21, Wesleyan 0; Illinois 6, Physicians & Surgeons 0; Illinois 18, Knox 0; Illinois 35, Lombard 0; Illinois 0, Northwestern 0.

Chicago 24, Lombard 0; Chicago 29, Monmouth 0; Chicago 16, Knox 0; Chicago 23, Dixon 5; Chicago 17, Purdue 5; Chicago 40, Rush 0; Chicago 6, Minnesota 6; Chicago 6, Brown 11.

Wisconsin 50, Ripon 0; Wisconsin 5, Physicians & Surgeons 0; Wisconsin 11, Deloit 0; Wisconsin 64, Upper Iowa 0.

Michigan 29, Hillsdale 0; Michigan 11, Kalamazoo 0; Michigan 24, Case 6; Michigan 11, Purdue 5.

General Sports

NOW COMES GOLF CROQUET

Croquet has opened into great popularity with the women of today. The reason for this is attributed, like many other evils, to the game of golf. A golf-crazy man is useless as a companion, and his wife, who is virtually left a widow, has taken to consoling herself at home with the easier and less strenuous game of croquet. And when all is said croquet can be made a sufficiently scientific game to give it an entertaining interest for any one who wishes to be interested. The up-to-date croquet set is a good one. The balls are of gutta-percha, the mallets are of hard wood, with very short handles, twelve inches for what is called the professional player, but of the more graceful length of 18 or 24 inches for players who make the game less of a business. The arches are high and narrow, three and one-half and four inches in width, and with good grounds there is a chance for good playing.

SPRINTING RECORDS

Maxwell W. Long has recently accomplished some remarkable sprinting performances. On September 29th, at Travers' Island, he ran a quarter mile on a circular course in 47 4-5 seconds, breaking the world's record of 48 3-4 seconds, and on October 4th, at the Guttenberg track, he ran a straightaway quarter in 47 seconds, breaking the world's record of 47 3-4 seconds. Long was a member of the American team of athletes which visited the Olympian games, Paris. While in Europe Long took part in the Celtic games at Glasgow, and established a record of 50 seconds for the quarter. Three days later he lowered the 440-yard record for England in the races at Douglas, Isle of Man, by going the distance in 49 seconds. He is the greatest quarter-mile runner this country has ever produced.

Progress! Integrity! Honor!

For all of These Stands the Republican Party, with a Proud Record of Performances to Prove its Sincerity.

Republican success at the polls on November 6th means:

Business prosperity, busy industries and employment for labor. An honest dollar and honest wages. Law, order and good government. Honor at home and abroad. Equal rights to American citizens. Good roads and cycle paths.

The side path laws in operation today are the product of Republican legislation.

The Democracy doesn't believe in good

roads—it has ignored the subject. The Republican party alone has a good roads plank. It reads as follows:

Public movements looking to a permanent improvement of the roads and highways of the country meet with our cordial approval, and we recommend this subject to the earnest consideration of the people and of the legislatures of the several states.

When you cast your vote, on Tuesday next, you choose between right and wrong, between honor and dishonor, and between prosperity and panic. Read and consider:

IF McKINLEY WINS

Our honor will be maintained; our integrity established safe from further assault.

The Philippine insurrection will cease and the Filipinos will go to work and become prosperous and contented. They will want American capital and American goods, and our market there will increase ten fold.

This country will see the greatest industrial era ever enjoyed by any people. We will feed the world, manufacture for the world, and become the world's banker.

Protection, sound money, work and wages and 100 cent dollars will continue for years to come.

Not only will the dinner pail be full, but also the savings banks at the schools and the factories, only the pawn shops and poorhouses will suffer.

All those homes can be paid for, all the mortgages taken up. The children can go to school and college, and prosperity will rule from one end of the country to the other.

We shall start on the new century the proudest, the busiest, the happiest, the richest people on earth.

Would you have peace, prosperity and plenty? Then vote for

McKINLEY AND ROOSEVELT.

IF BRYAN WINS

Croker will run the government, as he rules New York. He has become Bryan's absolute master. Bryan says: "Great is Tammany and Croker is its prophet."

Our government will be like a ship without a rudder—floundering in a sea of disorder, dishonor and disaster.

We shall need 200,000 men in the Philippines, and even then we cannot guarantee law, order and good government. But the flag must never come down.

We shall not only be dishonored at home, but discredited the world over.

Labor will suffer first. The mills will close and hard times will come again.

Values will shrink, earnings will shrink, savings will shrink and there will be no dinner pail, full or empty.

The laboring man, the farmer, the merchant, the manufacturer, the capitalist, every one will go back to the conditions of 1893-6.

We shall not have to wait till he is inaugurated for the hard times he is sure to bring. They will begin the morning after his election.



# L.A.W. MAGAZINE

## AND GOOD ROADS

OFFICIAL ORGAN OF THE

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One of the most powerful factors in the conversion of the farmers to the support of the good roads movement has been developed during the past three years and is destined to accomplish more toward securing better highways probably than any one other argument. This is the inauguration and extension of rural free postal delivery. The first routes for free daily delivery of letters to homes outside of corporate town limits were established early in 1897 and in the time since then the system has been energetically extended in widely separated parts of the country as rapidly as the appropriations made by congress made extension possible. In the first quarter of 1897 forty-three delivery routes were established, while now there are 2,039 routes in different parts of the country, by which 1,427,300 farmers' families have their mail brought to their gates at least once a day on six days of the week. In Westchester county, N. Y., which is thickly populated, there are two daily deliveries.

In locating these free delivery routes one of the most important considerations of the postal authorities is the condition of the public roads, and many petitions have been denied on the ground that the highways were unfit for travel during the wet months of the year. Because of the refusal of the government to establish certain routes on account of the bad state of the roads, the rural inhabitants throughout the country have learned that good roads are a prerequisite to obtaining free delivery, and now nearly all petitions that are received by the department are accompanied by an offer or a pledge on the part of the county commissioners to improve the roads on the proposed route and put them in good condition as rapidly as the new system is extended. In this way rural free delivery bids fair to be a powerful

lever in starting the good roads movement in many sections of the country districts where all other arguments have failed.

Every farmer who can read and write becomes a strong advocate of the rural free delivery system as soon as he learns its workings, for it is not a simple daily delivery of mail at his gate, but is an extension to the farmers of nearly all the postal facilities enjoyed by city people. The postmen with their wagons deliver the day's letters, collect those the farmers wish to send, sell postage stamps, register letters and sell money orders. Their wagons are virtually moving postoffices brought to the gates of a million and a half rural residents, who were formerly compelled to travel an average of two miles each way to get their mail. In the spring and summer seasons the farmers can ill afford the time required to travel four miles to get their mail, and therefore they are virtually isolated from the world for days and sometimes weeks at a time, whereas by the free delivery system they have the newspapers from the large cities brought every day to their homes.

To be deprived of these very desirable facilities simply because the roads that from every consideration of economy, educational advancement, social intercourse and intellectual progress should have been improved many years ago, are still almost impassable during three to six months of every year, is an intolerable condition. This is so plainly apparent that the farmers will not long allow it to exist.

Before the end of the present fiscal year the daily mail delivery system will be extended to more than 2,000,000 farmers' families throughout the United States, congress having appropriated \$1,750,000 during the year for the establishment of new routes and the extension of those already established; yet this amount does not make it possible for the postmaster-general to comply with more than a small percentage of the demands that are coming to the department. Nearly one-quarter of the correspondence of the postmaster-general now relates to rural free delivery, and the new service so popular with the farmers that almost every candidate for congress is beseeching the postmaster-general to establish new routes in his district. The money is insufficient to go around, however, and the rule is to take the applications in the order in which they are filed—"first come, first served."

The department is locating new routes as rapidly as possible, 776 having been established since July 1, and the superintendent expects to have 4,300 in operation before June 30 next, when the fiscal year closes.

William E. Curtis, who is authority for the statistical facts here given, writing in the Chicago Record, says that in Carroll county, Maryland, every fourth-class post-office has been abolished, every star route contract terminated and every farm house in the county is now served with the daily delivery—a total of 4,750 families and 19,336 individuals.

# L. A. W. OFFICIAL DEPARTMENT

## In This Thanksgiving Season We Are Prompted to Say:

Though times seems to be sadly out of joint we may always be thankful that things are no worse.

November, which, so Hood puts it, has "No warmth, no cheerfulness, no healthful ease, no comfortable feel in any member," is brightened and glorified by the Thanksgiving season.

Let us all hope that turkeys and cranberry sauce may be cheap, and that we may have the cash to procure them.

The minority report promised for this issue of the MAGAZINE is not forthcoming, and for the reasons set forth in the following letter from Mr. John B. Uhle, who was to furnish it:

"New York City, October 13, 1900.

"Mr. Abbot Bassett, Secretary L. A. W.:

"Dear Sir—It does seem to me singularly obtuse on the part of Mr. Mears at this late date to write to you whether I was about to publish in the L. A. W. MAGAZINE a minority report from the committee on revision of the constitution and by-laws of the L. A. W. Is Mears afraid to write to me after making announcements without consulting with me? Or does he think that I am one of your wards and need a guardian to write for me?

(Mr. Mears looks to the editor for all matter intended for the official department.—Ed.)

"If you will recall what transpired at Philadelphia, you can recall that I wished to publish a minority report with the report of the majority by using double columns where I differed. Sams did not like this, and said a minority report would appear in the November number, but I did not and would not authorize Sams to speak for me—when I cannot speak for myself I will have some one else than Sams.

"I must also call your attention to the incompleteness of the published constitution and by-laws. Until the local organization is "ready" it is not possible for anyone to say what the report amounts to except that you are the only one to receive a salary. I would certainly decline to publish any minority report until I had an exact copy of the article on local organization.

(Mr. Uhle's committee has not furnished the copy referred to.—Ed.)

"You will also recall that I was to have a copy of your scheme of revision. I have not received this, though it appears from your articles in the Gazette and the Monthly that you and I think in the same general lines. It would be most improper to make a minority report, trusting merely to my recollection of what your scheme essentially contained.

(The scheme of revision alluded to was left with Mr. Uhle's committee and is still in its possession.—Ed.)

"It does seem to me that the L. A. W. needs to lay the scheme of revision aside for at least a year until events disclose just what kind and how numerous a membership there is to be. Certainly no constitution and by-laws can of themselves add to the membership. At the time I drafted a constitution and by-laws, in March last, the membership was over 40,000, and I hoped by vigorous work in the touring and legal departments, the elimination of racing might be justified, and the membership again started upward towards the half million mark which could be attained if the L. A. W. re-

mained a bicycle organization with an interesting and valuable weekly paper, with the membership steadily declining and all sorts of beneficial schemes proposed to bring in a cheap sort of members, there is no reason for a constitution and by-laws exceeding a thousand words. Before such a constitution is drafted, the assembly must decide what the L. A. W. is to be.

"If there are any parts of the existing constitution needing immediate change, I do not recall them; except it may be the subject of your salary. If this is the only matter out of which all this agitation over revision has arisen, you can solve the matter yourself by saying that the L. A. W. can afford to pay what is now paid and that issue be fought out; or if the L. A. W. cannot, you can say so much can be paid me and all above I will relinquish.

"If it is the intention of the Massachusetts officers to insist that the L. A. W. must become a Sons of Massachusetts League, that issue should be fought out before a constitution and by-laws is taken up.

"If the jealousy of New York is so great that the L. A. W. is to be rent into two factions until one or the other is wiped out, this ought to be known.

"Such issues are exceedingly more important than any constitution and by-laws.

"Yours truly,  
"JOHN B. UHLE."

In justice to Massachusetts let it be said that she has never entertained the idea of making the League a "Sons of Massachusetts League." Had she been of this way of thinking she could have at any time within the last fifteen years incorporated the League under Massachusetts laws and made it a distinctly Massachusetts League. She has not taken advantage of the situation, and she objects to any such action on the part of any other state. Not sons of any state, but all sons of the nation.

Since Mr. Uhle has given so much attention to the salary of the secretary it may be well to speak frankly and let the members know what has been done and what is being done. The salary paid to the secretary was fixed by the national assembly at the meeting held in Columbus, Ohio, Feb. 15, 1892. We then had 23,650 members. That year we paid all bills and showed a surplus of \$3,000 at the end of the year. We now have a larger membership than we had then, but our surplus is invested in loans to the Divisions.

The present officers of the League, anxious to keep the organization on as good a financial basis as possible, have instituted certain economies directed to that end. The president will cease to draw his allowance (\$3,500), the press bureau is discontinued (\$30 per week), the touring bureau is discontinued (\$15 per week), the force of clerks in the secretary's office is cut down from four to one and the secretary's salary is cut in halves. These are the important reductions.

It may be that before long the secretary will address his last words to the members. There are intimations implied and expressed that he has outlived his usefulness. It is not possible that those who have been with the League from the beginning can be always young men, but experience goes with increasing years, and that should count for something. Are we making this a little personal? Let me throw aside the perfunctory editorial "we" and say: I can't help it if I am! He writes best who draws from



the well of his inmost thoughts. My thoughts will bubble up and flow from me through the point of my pen, and I always feel when I am talking to League members just as though I was communicating with friends.

We are all here to get a living. Bread and butter must be had. We can live without cake. If the necessities cannot be obtained in one place a fellow must move on. I don't believe there are many men who have the privilege to address a circle where they can count so many warm, personal friends as the secretary has found among the members of the League. When the time comes for him to part from them he will do it with tears in his eyes. The many pleasant memories he has stored up will be evergreens for him to enjoy as long as life shall last.

Now, let us look backwards a little while and discover what we can see.

Twenty years ago (1880) the L. A. W. was in its formative period. Organized five months before at Newport, it was engaged in making by-laws for its government. And we are now at it again.

Fifteen years ago (1885) we had recently established an L. A. W. Bulletin all our own. We were proud of the new baby, and well we might be. It went out weekly and always carried a freight of good reading.

Poor old Bulletin! How it has been buffeted and knocked about since those early days. Yes, and how it has knocked out those who came up against it!

Wonder if we shall ever get back to a weekly? "Fly swift around, etc."

Let us reflect the general opinion and we have to confess that the monthly is too slow. Division officers say they cannot use it to advantage. They give arguments that cannot be refuted.

And the poor editor! He has to grab at a thing way in the distance, and when he gets it he finds it behind him.

He announces and predicts, and when the printed words get to him the subject is ancient history.

We must have a weekly. A monthly may suit our English cousins, but over there they like cricket. Young America wants the swiftness that goes with baseball.

Now, let's get off the side track and on to the main line again.

Ten years ago we had 17,000 members, and the eagle of prosperity perched on our shoulders. We think it is the eagle that goes with prosperity. We know it isn't the dove—for that goes with peace.

James R. Dunn, W. H. Emery and Geo. R. Bidwell steered the craft. Brewster handled the cash and Bassett wrote the letters and things.

We had just got through with a reorganization scheme which came up at a constitutional convention, held at Niagara Falls, Aug. 25.

Mr. Dunn was very anxious to broaden the scope of the L. A. W. and make it a good roads advocate. Out of the convention grew the initial pamphlet on good roads called "The Gospel of Good Roads," by I. B. Potter, followed later by the establishment of the Good Roads Magazine.

Twelve o'clock struck when the "Gospel of Good Roads" came out, and we all remember how we engaged public attention with our Good Roads Magazine.

Then 1890 was a good year for us. It was a turning point in our career. We closed the year with a membership of 18,000 and we had a balance of \$4,500 in our treasury.

We have more members now and less in our treasury.

We are talking reorganization again. If we act as wisely as we did ten years ago we may secure results as gratifying.

The highway improvement committee is anxious to secure copies of all the good roads planks that have been incorporated in the political platforms of all parties during the past five years. If the secretaries or chief consuls of the various divisions will take the trouble to look into this matter and secure

copies of all planks adopted, with the name of the party adopting them, and the date of their adoption, it will assist the committee in the compilation which will be used in states that have not shown such recognition. Send all details of such matters to Dixie Hines, 23 Park Row, New York. Republicans wanted—Democrats not barred out.

Did the members of the League of American Wheelmen ever stop to think that every legislative bill for good roads enacted or introduced into the legislatures of the several states was drafted and proposed by their organization? Such is the fact. We are the father. These are our children.

Had it not been for the League of American Wheelmen the good roads work in this country would still be in its incipient stage. A bicycle rider, as a bicycle rider, has probably less interest in good roads than any other class of citizens. The farmer saves 2 per cent. of his expenses by good roads, the village store keeper increases his trade 25 per cent., the makers of road making machinery reap a rich harvest from the improvement of roads and every class except the wheelman has a financial interest in the subject.

How hard it is for some people to part with their prejudices! It is our practice to commend all good work in the line of good roads, come from whatever source it may. Last September we commended the Democratic party for introducing a good roads plank in its platform. Here is a comment we received:

"Is the L. A. W. a Democratic organization? Or have you done what you had no authority to do in publishing Democratic campaign documents in the official department of Cycling Gazette? Don't you think there are any Republicans in the L. A. W. at all? If you had put the two side by side without comment and asked every voter to see to it that the candidate he votes for is pledged to good roads, then something would have been said."

When we commend the Republicans for a thing of this kind we generally get a similar letter from a Democratic member.

The plank which is spoken of above was secured by the highway improvement committee and it was their exultation over results secured that the writer objects to.

Good things sometimes come from Nazareth. It is not for us to locate Nazareth.

Here is the plank in the Republican platform of New York state:

"The Republican party is in favor of the good roads reform, and advocates reasonable appropriations by the legislature for the improvement and maintenance of the state highways."

It does not show want of faith in our cause when we say that we don't believe these planks ever influence a vote either way. If we can get them all to work—if they do no more than hoist flags—why not?

The wheelman—and when speaking of the wheelman we mean to say members of the League, both individually and collectively—without any such interest, and with only the concern that every citizen of the country should have in the prosperity which would come to all classes by such improvements, has led all fights, received all denunciations from those for whom he has worked, and taken all the blame of failures for good roads works. With all this, however, he has never received the credit when the efforts were successful. Such are the times and the people! Every cause has its pioneers, and they are generally the martyrs.

Harry G. Rouse, of Peoria, Ill., has passed on. He has been a member of the League since its formation. He held ticket No. 2 and he has been an active worker for the League always. He was prominent in cycling circles before the L. A. W. was organized, and was chosen director for Illinois at the first election. He was a warm-hearted, generous-minded, whole-souled gentleman. We shall miss him from our circle and regret that it had to be as it has transpired.

The list of those who joined in 1880 is growing very small. Out of all those who were with us a year ago, all but two of the first year men renewed this year, and those two are to come in very soon.

This from the secretary-treasurer of the Kan-

sas division: "Out here in Kansas we can have the satisfaction that we 'started something' in the right direction. We had a good roads congress here last week and the Kansas people are taking hold of it in great shape. The daily papers all gave full-page accounts of it, and it is sure to do some good. We are building a road one and three-quarters miles in length under the supervision of Gen. Harrison. It rained hard all the week and he could not show the delegates a practical example. Harrison, in a speech here, said the wheelmen were not the pioneers for good roads. That is all right—maybe we are not—but we stand well to the front at the present day. He probably had in mind the Romans when they conquered England, or Balam when he rode through Jerusalem on his ass, and I will bet that even old Balsam cussed at the poor roads. Mr. Robert Stone, secretary of the Good Roads association, and Mr. T. J. Anderson, secretary of the Commercial club, gave the L. A. W. credit for the meeting here, and Mr. Stone told me that it came from sending three delegates to Fort Hurlon in July, and the wheelmen were very instrumental in sending these delegates."

A well known attorney in renewing his membership in the League of American Wheelmen recently said: "I believe the League of American Wheelmen should modify its constitution in such a manner as to take in persons other than wheelmen who are interested in the general objects of the organization. I have not ridden my wheel for two years, but I would not part with it any more than I would part with my membership. I would be willing to pay ten dollars a year to the L. A. W. to help them in the work they are doing."

"I think the L. A. W. is one of the greatest organizations in the country. Its work is distinctly patriotic and universal. It does not work alone for its members. It works for all classes with equal fervor. I believe the constitution should either be changed so as to take in all farmers, horsemen, automobilists and others, or else we should do less for the outsiders and more for the insiders, if I may use that term."

"The idea of general benefits for the members is excellent. Every organization these days offers such advantages to its members, and the L. A. W. has always been a philanthropic organization—more perhaps to the non-member than to the member—and now is a good time to change its tactics. Let it secure every possible concession for its members, not only in the matter of free baggage for wheels, but secure for them the best insurance policies issued at the lowest possible rates consistent with security. We all take insurance, and if by joining the L. A. W. we can get better insurance at a lower rate it strikes me that proposition is very simple."

Elections are in order. There seems to be great harmony in the nominations, and in very many divisions elections will go by declaration and not by ballot.

Geo. L. Cooke, of R. I., steps down and out. He has been chief consul for many years, and his administration has been marked by ability which has brought success. When you come to talk percentages you will have to give first place to Little Rhody. Its work has been well done because well cooked.

The lamp question is assuming a queer phase in England. Over there they have always carried lights on bicycles. They are not fighting this regulation, but they are putting up a very strong contest for a law which shall require that all vehicles shall carry lights. In this they are decidedly logical in their arguments. If there is reason for lighting up one, the others should not dwell in darkness. We are going to fight that battle in the United States very soon.

Some of the divisions have secured baggage laws, and some are still in the claws of the octopus. Isn't that what they call the railroads? And now comes a new trouble. The inter-state commerce law is a big shelter under which the railroads crawl when they want to avoid checking a bicycle from one state to the other, though both be "free" states.

Isn't it strange that they run to shelter when the bicycle appears, and do not do so when they receive other baggage? The law rules that bi-

cycles are baggage to all intents and purposes. The railroads rule that it is not baggage beyond the line of the state which obliges them to carry it.

All this means that we have got to go to congress. That inter-state commerce shelter must come down. We are bound to bring it about, and then, when we have spent our time, money and endeavor over it all, those unappreciative wheelmen who are standing by and asking what the League is good for will come to dinner. And we have to give them just as choice cuts as we give to our own family. More's the pity.

### The League of American Wheelmen

Is an organization to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways by promoting in the public mind a sense of the utility, general economy, and desirability of high-class roads, and persuading legislators to make laws and provide money to create better highways. We have influenced, already, very much legislation, but our work is no more than begun. We need the maintenance and the contribution of every wheelman to further this work.

We protect our rights and promote our interests by influencing legislation favorable to wheelmen, and by opposing the same if prejudicial to our weal.

In brief, we seek by co-operative endeavor to secure results not otherwise obtainable.

We invite every man of good character who rides a wheel to join us in prosecuting the good work we have undertaken.

Every full-paid member is entitled to the Official Organ, which is published monthly.

By co-operative endeavor, we publish road books, maps, hand books, etc. The work of collecting and compiling is done by our zealous members, and thus we do the work at small expense and give our members the benefit.

Our Hotel system gives to members a discount at hotels when traveling.

Our Consul system provides a man in every town and city whose duty it is to assist touring members. Our spirit of fraternity unites wheelmen in a common brotherhood.

Our system of Repair shops secures repairs to League members at reduced rates.

Our agitation and work in the Legislatures of different States has given to wheelmen the free carriage of wheels as baggage on the railroads. Our work in this direction is incomplete. We have done much, but much remains.

Membership in the L. A. W. entitles one to receive a ticket of membership in the Cyclists' Touring Club of Great Britain. The C. T. C. has a very complete system of hotels, consuls, repair shops, etc., in Great Britain and on the Continent, and the use of these, at reduced rates, is at the command of ticket holders. Holders of the C. T. C. ticket can obtain free entry of their cycles into France, Germany, and other continental countries, but if they intend visiting Belgium, Switzerland, Italy or Austria, it is recommended that they become members of the C. T. C. The latter countries require that the ticket must contain photograph of the holder and the official stamp of the C. T. C., which must be applied at the London office. Great Britain has no customs duties on wheels.

We have an arrangement with the Canadian Government whereby members of the L. A. W. may take wheels into Canada, for a period not to exceed three months, without a deposit of money for the duty. The L. A. W. personally guarantees the return of the wheels to America and thus stands behind the member. Non-members must deposit \$25.00. We supply, gratis to members, a ticket of membership in the Canadian Wheelmen's Association, which will secure hotel and consul privileges in Canada.

Our Touring Department collects and distributes information regarding routes and tours, and its services are at the command of our members at all times.

If the L. A. W. should do nothing for wheelmen for many years, there is not a wheelman in the United States but owes it his support for what it has done in the past.

It costs Two Dollars for the first year. One Dollar for each year thereafter. These amounts



include a yearly subscription to the Official Organ. If the paper is not desired, send 25 cents less in each case.

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IRELAND—J. White, Derrybawn, Bushey  
Park Road, Rothgar Co., Dublin.

SCOTLAND—J. Lennox, Dumfries.

JAPAN—Raisa Earl, 14 Shimmon st., Nihon-  
bashi, Tokio.

CUBA—Alfred F. Terry, Sta Ysabel 25, Cien-  
fuegos.

#### Membership of the L. A. W. Oct. 1, 1900

Alabama.....	12	New York.....	6,018
Arizona.....	5	N. California.....	31
Arkansas.....	5	N. Carolina.....	13
Colorado.....	149	N. Dakota.....	6
Connecticut.....	880	Ohio.....	1,001
Delaware.....	50	Oklahoma.....	1
Dist. Columbia.....	176	Oregon.....	31
Florida.....	23	Pennsylvania.....	5,722
Georgia.....	25	Rhode Island.....	845
Illinois.....	336	S. California.....	181
Indiana.....	112	S. Carolina.....	3
Iowa.....	152	S. Dakota.....	1
Kansas.....	63	Tennessee.....	36
Kentucky.....	231	Texas.....	41
Louisiana.....	8	Utah.....	11
Maine.....	312	Vermont.....	36
Maryland.....	655	Virginia.....	56
Massachusetts.....	5,336	Washington.....	37
Michigan.....	1,028	W. Virginia.....	38
Minnesota.....	393	Wisconsin.....	520
Mississippi.....	5	Wyoming.....	4
Missouri.....	215	Foreign.....	28
Montana.....	19	Idaho.....	4
Nebraska.....	35	Indian Ter.....	1
Nevada.....	1	Canada.....	18
N. Hampshire.....	291		
N. Jersey.....	1,521	Total.....	26,729

#### Accident Insurance Policy

Terms of policy: "For value received, the New Amsterdam Casualty Company will pay to the beneficiary one thousand dollars, provided the assured is killed or sustains fatal injuries caused solely by external violent and accidental means, and which shall be the sole cause of death within one month from the date of the event causing the injuries, while traveling within the limits of the United States as a passenger in a place regularly provided for the transportation of passengers, within a public conveyance, licensed steamboat or elevated railroad train, provided by a common carrier for passenger service only, in consequence of a collision or other accident causing actual damage to the conveyance in which assured is riding. And should the assured sustain injuries caused solely as specified above which shall not prove fatal as aforesaid, but which shall immediately continuously and wholly disable and prevent the assured from performing any and every duty pertaining to any business or occupation, the company will pay the assured five dollars per week during the time of such disablement, but in no case for more than five weeks for any one accident.

"Cyclists—And should the assured, while riding upon a bicycle within the limits of the United States, sustain such non-fatal injuries as ascribed in the foregoing paragraph hereof, and caused directly and solely by a collision with any conveyance except a bicycle, the company will pay the assured five dollars per week during the term of disablement as aforesaid, but in no case for more than five weeks for any one accident.

"This insurance is limited to one coupon-contract for each holder, is for the term of three hundred and sixty-five days from the date of issue hereof; and applies only to persons over sixteen years of age and under sixty-five years of age."

Price to L. A. W. members, fifty cents. Not sold to others.

This policy cannot be obtained elsewhere for less than \$1.00. Send name, address, and fifty cents to Abbot Bassett, secretary of the L. A. W., 539 Atlantic avenue, Boston, Mass. No special form of application blank required.

Policy sent through mail at risk of member. Send cash for registry if you would be safe.

#### Maine Division

##### REPORT OF THE CHIEF CONSUL

To Members of the Maine Division:—

The present board of officers of your division has been practically the same for two years past, and it may therefore be allowable to review some of the work done during that time.

At the last session of the legislature an attempt was made to introduce the state aid law, which has become so popular in other states, but the decided opposition of the state grange

made our efforts fruitless. The idea is a new one to the people of this state and before adoption here, it must be thoroughly explained. The people of the state must know how it works, the results, methods and cost must be exploited until it is thoroughly understood. To do this takes time and money as well as the best efforts of somebody. This division is not in a position to supply either of the first two, but it can continue to push the work along from year to year.

The members do not appear to appreciate the many privileges they are entitled to receive, and it is only when you succeed in convincing a man that he is getting his money's worth that he continues with you. Now it is no fault of the organization if the privileges are not taken advantage of, and the benefits realized. First, every member receives the L. A. W. MAGAZINE, a monthly cycling magazine. Road books, maps and hand books are supplied free or at slight cost. Our hotel system obtains special rates at many hotels. There is hardly a city or town but contains a local consul, whose duty it is to assist touring wheelmen. Travelers abroad are entitled to membership in the three great cycling bodies of Europe. Our membership ticket is accepted by the Canadian authorities in place of duty. The touring department collects and distributes information about tours and routes, and is always at the command of the members. The periodical department supplies any paper, magazine or publication issued, and as this department is not run for profit, you can secure better rates than elsewhere. An accident policy is issued to members at one-half the usual rates. If a person cannot get the value of his dollar from these benefits he is indeed hard to satisfy.

Much has been done in the interest of good roads. We have agitated the question at every opportunity. Locally an effort has been made in several places to stir the authorities into better work. But the seeming apathy of the great majority of road users makes results apparent in small degree only. The horse owners of the state should rise up and demand better highways and more intelligent supervision. Uniting their efforts with ours would produce immediate results. But in the meantime we will keep "plugging."

While the question of good roads interests everybody, that of side paths is of paramount interest to us. The movement is assuming definite shape and soon will be one of the leading features of our organization. Thousands of dollars are spent each year for fixing roads that teams wear out. The bicycle, on the other hand, improves a road and never causes it damage. And yet we are forced to accept the highways after the carriages travel them. Sidepaths are inexpensive to build, easy of repair, and a safe and speedy way of travel. It is not necessary for me to say anything in favor of their adoption to you. I simply urge you to work for side paths in your own vicinity and it will only be a short time when the L. A. W. will be agitating the side path question as vigorously as it has good roads.

During the past year considerable time has been given to reissuing the Maine road book. The old book was revised and corrected, new material inserted, and many changes and corrections made. The book today is an excellent foundation upon which to build and it is desired that every member will contribute his mite by seeing to it that the book is correct as far as his locality is concerned. If you find anything wrong write to the chief consul and the information will be filed with other so that future issues will have the correction.

During the year a second notice was sent to the municipal officers throughout the state regarding the guide board law, and a compliance therewith requested. The state is today quite generously placarded with boards, but some of the cities and towns are still delinquent. For the purpose of advertising the fact that we were in earnest in the matter, suit was brought against the city of South Portland. A prompt judgment was obtained in the courts and there is little doubt but what some of the delinquents made a move to protect themselves from similar action.

Two other laws which should be enforced are those requiring the highway to be kept clear of bushes and undergrowth to the full width of the road and the removal of logs



rocks. These two laws should be given greater publicity and better enforcement.

In conclusion I must call your attention to the necessity of enlisting the help of your friends to further the work of the division. You must continue to help, and should get your friends to join with us. Much has been done, but much remains to be done. If the League of American Wheelmen should do nothing for the cyclists of this country for the next five years it is worthy of your support for that length of time for what it has done in the past, to say nothing of the privileges it gives today. But it is going to continue its good work in your behalf and in return want you to do what you can to help it along. Be prompt with your renewals and help us to get new members.

Just a word in regard to finances. At the present time there are a few outstanding bills and some money due from the national body. These are estimated to offset.

The road book paid for itself.  
The balance in cash on hand is about \$75.  
Detailed statement will be made at the close of the year.

Respectfully submitted,  
C. W. SMALL,  
Chief Consul.

#### Connecticut Division

In accordance with the by-laws of this division, there being but one nomination for each office, I have this day cast a ballot for each of the following:

Chief Consul—O. H. Hammond, of Torrington.  
Vice-consul—W. A. Smith, Bridgeport.  
Secretary-treasurer—W. A. Wells, Norwich.  
Representatives—F. W. Starr, Hartford; W. A. Howell, Rockville; L. P. Case, Winsted; E. H. Wilkin, Portland; W. M. Frisbie, New Haven.  
WM. A. WELLS,  
Secretary-Treasurer.  
Norwich, Conn., Oct. 20, 1900.

#### Maine Division

Below please find list of nominations for officers for the ensuing year:

Chief consul—Clarence W. Small, Portland.  
Vice-consul—Herbert B. Holland, Waterville.  
Secretary-treasurer—Harry T. Passmore, Bath.  
Representatives—Howard L. Burr, Auburn; Leslie P. Loud, Waterville.

Respectfully yours,  
H. T. PASSMORE,  
Secretary-Treasurer.  
Bath, Me., Oct. 19, 1900.

#### Massachusetts Election

At a meeting of the election committee of the Massachusetts division L. A. W., held this day, the nominations for the election for the ensuing year were canvassed, and as it was found that no contest for any office existed, the committee, acting under article 5, section 6, clause (a), of the Massachusetts by-laws, declared the full ticket elected as nominated. (See nominations elsewhere.) Mr. Dewey having withdrawn Mr. Howland was the only nominee for vice consul.

For the committee:  
ELLIS L. HOWLAND, Chairman.  
GEO. W. NASH, Secretary.  
Boston, Oct. 18, 1900.

#### Massachusetts Division

##### INDEPENDENT NOMINATIONS.

I have before me two independent nomination papers, placing in nomination candidates for position on the official ballots in the forthcoming election of the Massachusetts division. They are as follows:

(a)—An independent nomination of the whole regular ticket named by the election committee at its meeting of Oct. 8th, signed by 107 duly authorized and registered members of the Massachusetts division. The nominees named by them are as follows:

George A. Perkins, Cambridge, chief consul.  
Ellis L. Howland, New Bedford, vice-consul.  
Aaron Wolfson, Boston, secretary-treasurer.  
Representatives—District 1, Freeman M. Miller, Pittsfield. District 2, Frank H. McKee, Springfield. District 3, Lincoln Holland, Worcester. J. Myron Moore, Gardner. District 4,

Henry W. Robinson, Newton; Walter B. Brack-  
ett, Cambridge; George W. Dornette, Malden;  
Leon E. Dadmun, Somerville; Thales P. Hall,  
Lowell. District 5, Thomas S. Webb, Lawrence;  
Albert W. Norcross, Haverhill; William C.  
Wheeler, Lynn; District 6, John B. Seward,  
Revere; Ezra O. Winsor, Chelsea; Guy F. New-  
hall, Boston; George H. Lowe, Boston; John J.  
Fecitt, Boston; Charles W. Pierce, Boston;  
David N. Robinson, Boston; Arthur K. Peck,  
Boston; John C. Kerrison, Revere; Frank N.  
Bemis, Boston; Henry W. Dewey, Boston. Dis-  
trict 7, George W. Nash, Quincy; Arthur P.  
Benson, Dedham. District 8, William T. Cas-  
well, New Bedford; William D. Wilmet, Fall  
River.

This paper is filed to secure the standing of  
the regular nominees in case the threatened  
technical protest of its legality prevails, but to  
be withdrawn if the regular ticket stands  
against the protest.

(b)—A nomination paper signed by 24 duly  
enrolled members of the Massachusetts division,  
placing in nomination Henry W. Dewey, of Bos-  
ton, as a candidate for vice-consul. Very re-  
spectfully,

ELLIS L. HOWLAND,  
Chairman Election Committee.

#### Massachusetts Division

I have this day received a communication  
from Henry W. Dewey withdrawing as an in-  
dependent candidate for vice consul.

ELLIS L. HOWLAND, Chairman.  
Boston, Oct. 17, 1900.

#### New York Division

To Consuls of the New York State Division,  
L. A. W.

Last month you will recollect I wrote to  
ask for your co-operation and assistance in  
perfecting our hotel system throughout the  
state and requesting you to make sugges-  
tions and recommendations which might ap-  
peal to you in any way. That letter has gone  
into practically every town in the state, but  
I am sorry to say has not received very  
close consideration, if I am to judge by the  
few responses it has called forth from the  
consuls.

Surely there must be many, many hotels  
that would be glad to avail themselves of the  
privilege of an official L. A. W. appointment,  
if the matter were forcibly brought to the  
attention of the proprietor.

Have you given the matter any considera-  
tion? I should appreciate an occasional let-  
ter from you, telling me what the conditions  
are with which you have to contend in your  
locality. I wish I might have an expression  
of opinion from every one of my consuls on  
this point. Perhaps we could help each other.  
We could at least have the advantage of  
diversified opinion if no other benefit be derived.  
There is always room for improvement in any  
department of work, and why not in this par-  
ticular branch of League work?

Don't you want to have a hand in improving  
and perfecting our hotel system or any branch  
of League work?

I want you to feel interested in building up the  
various departments of our division work and  
this particular branch is one that should be  
enlarged and improved upon and made one of  
the prominent features of our work.

A perfect system of hotels throughout the  
state not elaborate or necessarily expensive  
ones, but a neat, clean and thoroughly reliable  
house could be exploited as one of the foremost  
advantages to be secured from League mem-  
bership, not so much in the matter of the  
discount granted to League members on presen-  
tation of their membership tickets, but the fact  
that the official appointment would guarantee  
to every League member that such hotel was  
thoroughly reliable in every way.

This should appeal to every member of the  
League who is at all interested in touring, and  
more especially to those who are contemplating  
a trip to Buffalo by wheel in 1901 to attend the  
Pan-American Exposition. Think this matter  
over carefully and see if you do not agree with  
me that we should have a complete list of hotels  
with which to meet this demand in the spring  
of 1901, and see what you can do to bring it  
about.

I would that it were possible for me to write

a personal letter to each one of you but that  
being out of the question I shall hope to com-  
municate with you each month through our  
official organ. I trust that next month I may  
have glowing accounts to give you of our hotels,  
and the names of many additional hotels which  
have been secured through the concerted effort  
of our consuls throughout the state.

This letter can be emphasized by the fact that  
we have information of unauthorized parties  
canvassing the state and purporting to sell these  
privileges, and the office has been compelled to  
issue the following notice, namely: It having  
been represented to this office that a party or  
parties, claiming to represent the League of  
American Wheelmen, are selling hotel signs and  
other privileges in the towns of Homer, Ithaca,  
Watertown, Auburn and Seneca Falls, I beg to an-  
nounce that the New York State Division, L.  
A. W. has no representative or agent authorized  
to dispose of or sell these privileges other than  
the regularly appointed consuls of the district;  
all other parties are swindlers and should be  
promptly arrested.

JOHN F. CLARK,  
Secretary-Treasurer.  
A line from you would be very encouraging,  
and any hints you give me would prove of im-  
mense value. Won't you let me have them?  
Yours fraternally,

M. M. BELDING, JR.,  
Chief Consul.

#### New York Division

The Buffalo road book has been issued to all  
members in that section who are entitled to it,  
and a contract is now in process of execution  
for central New York and also the Albany sec-  
tion. It is expected that the two new books will  
be ready on or about March 1, 1901.

JOHN F. CLARK,  
Secretary-Treasurer.

#### Ohio Division

The following ticket has been nominated by  
the committee appointed by Chief Consul Chas-  
ter:

For chief consul—Chas. F. Williams, Cincin-  
nati.

For vice-consul—John Barnett, Cleveland.

For secretary-treasurer—Edward J. Tuohy, Cin-  
cinnati.

For representative at large—M. A. Bartlett,  
Canton.

For representative at large—Chas. O. Phelps,  
Toledo.

For representative at large—D. Birney Neil,  
Columbus.

For representative at large—J. B. Griffith,  
Steubenville.

For representative at large—Chas. F. Henry,  
Marietta.

Fraternally

A. H. CHUBB,  
Secretary-Treasurer.

Cleveland, O., Sept. 28, 1900.

#### Ohio Division

In accordance with section 2, article VI. of the  
Ohio division by-laws the following additional  
nominations have been made:

For chief consul, Chas. W. Mears, of Clevel-  
and; for secretary-treasurer, Walter H. Chubb,  
of Cleveland; for representative at large, Mrs.  
Etta M. Esby, of Dayton; for representative at  
large, Bert Wible, of Canal Dover; for represen-  
tative at large, Wm. F. Ray, of Cincinnati;  
for representative at large, Meade G. Thraves,  
of Freemont; for representative at large, Henry  
R. Baldwin, of Youngstown.

Fraternally,  
W. H. CHUBB, Sec.-Treas.

Cleveland, O., Oct. 16, 1900.

#### Rhode Island Division

At the regular quarterly meeting of the board  
of officers, held Friday evening, September  
21, it was voted:

To amend Art. 3, Sec. 5, of the constitution,  
by striking out the word "forthwith" and add  
after L. A. W. Bulletin, "as soon as may be  
and such other publications as the board may  
direct."

Messrs. Cooke, Gibbs, and Sibley were ap-  
pointed a committee to draw up a circular for  
recruiting purposes.

Messrs. Cooke, Gibbs, Perkins, Sibley and

.. THE ..

## Cushion Frame

READ:

What Others Can Do  
YOU Can Do!

DETROIT, MICH., Oct. 15, 1900.

HYGIENIC WHEEL CO.,

220 Broadway, New York.

GENTLEMEN:—

I have sold at RETAIL HERE in  
DETROIT during the past season UP-  
WARDS of THREE HUNDRED  
CUSHION FRAME BICYCLES. Never  
before in my fifteen years' experience  
as a bicycle dealer have I handled goods  
that have appealed more quickly to  
public fancy nor have proven more  
permanently satisfactory than Cush-  
ion Frame Bicycles. In my opinion  
the Cushion Frame is the greatest  
practical invention in the make-up of a  
bicycle since the advent of the pneu-  
matic tire. IT IS DOING MORE TO  
POPULARIZE CYCLING than any  
other modern improvement. I FIRMLY  
BELIEVE that the STANDARD  
WHEEL OF THE FUTURE will be the  
CUSHION FRAME.

Very sincerely yours,

WM. E. METZGER.

Mr. Metzger has sold all the Cushion  
frame bicycles above noted at prices rang-  
ing from \$50.00 to \$80.00. Don't you  
think there is money in handling Cush-  
ion Frame models?

Write Your Manufacturers About Them.

NOTE:—Cushions are attached  
only to HIGH GRADE BICYCLES.



Peck were appointed a committee to nominate officers for the coming year.

The chairman of rights and privileges committee was instructed to correspond with the chairman of similar committees in New York and Massachusetts, and attempt to have all three unite in submitting petition to national body to secure free carriage of wheels between the three states.

Voted—To pay bill for honor medals.  
NELSON H. BIGGS,  
Secretary-Treasurer.

#### Correspondence from Members

After looking over the report of the revision committee, it seems to me that the only way is to drop the whole report and make up a new one on entirely new lines. In view of your kind invitation to the membership at large, I give you in a brief way my idea of what is wanted. What we want is less machinery instead of more, less expense instead of more, and a compact body that will be made up of workers. Retain the divisions on practically the same lines as now, but with additional powers where necessary to carry on the work to better advantage. The national assembly should be composed of the chief consuls of the several divisions, with the vice-consuls as alternates. Do away with proxies. The officers of the national body should be a president and one vice-president, to be elected by the membership at large, and an auditor and a secretary-treasurer, to be elected by the assembly (provided, however, that the present secretary shall be the first secretary-treasurer and serve until the first regular election thereafter). We must not forget that for everything we get in the way of concessions or rights in the use of the highways, we must go to the legislatures of the several states and, in fact, everything that we are liable to want must come from the same, making it necessary to look to the state organizations for help; thus the lines of our organization must conform to the political lines of our country, and as the conditions vary so much in the different states that these are the lines that we should follow, it seems to me that the state divisions are our salvation. We should maintain simply a skeleton national organization, made up of the heads of the several divisions, to guide and lay out in a general way the work, and the office of the national secretary-treasurer should be made a bureau of information for the benefit of the divisions and the membership at large. Such an organization could be run without much money. This it seems to me would be the ideal method, and one that would bring out the workers and boom the membership. Yours very truly, No. 131410.

The last issue of the League Magazine is now on my desk and I wish to express my great satisfaction with it. I consider it to be the best issue yet published and you have my sincere congratulations for your success in the matter.—President Conway W. Sams.

I am very much interested in the Magazine. I consider it the best we have ever had and am only sorry we didn't have it a year or two sooner.—Thos. H. Gist, chief consul, Colorado division.

Referring to Page 26, September issue, E. B. Warman's communication. Let Mr. Warman give his brother League members his "prescription" for never being tired mentally or physically.—Peploe Forwood, Shreveport, La.

#### A Prosperous Club

One of the most prosperous bicycle clubs in the country is the Arlington Wheelmen, of Baltimore. It is a League organization, and among its members are President Conway W. Sams and all the principal officers of the city of Baltimore. Samuel J. Blight is president, Dr. W. Eason Williams, vice-president; D. Edward Monroe, secretary, and William Wood, treasurer.

"Pleasure is measured by the hour, and not by the mile," exclaimed the man who was riding a hired machine.

## Shop Talk

Engraved cards cost at least \$2 per hundred when bought at the average engraver's, that is, including the cost of plate. Sometimes one can strike a place where the work will be done for \$1.75. But we have never before known any house to offer 100 engraved cards of the very best quality for \$1, with the plate free of charge, such as is offered in this issue by the Franklin Printing & Engraving Company, of Toledo, O., an old-established and perfectly reliable house, well known for the excellence of its work. If you are in need of cards, write to the Franklin people for samples of their products.


Amateur photographers will find an interesting offer in the advertisement elsewhere in this issue of the Franklin Printing & Engraving Co., Toledo, O. Any good negative sent to this house and accompanied by \$1 will bring in return a 10x20 picture mounted on a 16x20 mat, suitable for framing. Many camera owners have taken successful views, likenesses, groups, etc., which lack only size to make them valuable in artistic merit and desirable as Christmas presents. Such photographs are of the kind that the Franklin Company mentions. Send for a sample of this company's work and you are certain to take advantage of its \$1 offer.

Bronchial troubles are dispelled by J. F. Hayes' Bronchial Wafers, which are announced elsewhere in this publication. Wheelmen find dust productive of annoyances of this sort, and those who desire to rid themselves of their throat difficulties have now an opportunity to accomplish that result.


A. H. Funke, of 101-103 Duane street, New York, manufacturer of Autolyte and other acetylene gas lamps, has brought out a very interesting chemical powder called the IXL anti-freeze powder, which, when mixed in the water reservoirs of acetylene gas lamps, will keep the water from freezing up in winter. The price is 25 cents for a dozen powders. For all ordinary low temperatures, one powder is sufficient, and for extraordinary cold two are recommended. It is very soluble and will not injure the lamp or spoil its burning qualities.

Great as was the success during the season now closing of cushion frame bicycles, the promise is that next year the popularity of these comfortable mounts will be more widespread and larger in volume than ever before. Thousands of wheelmen have learned to appreciate the advantages of the cushion frame, and a rider no sooner leaves a rigid for a cushion frame than he at once becomes an advocate of the latter and a perpetual advertisement for it. This unsolicited and unpaid for advocacy of the improved bicycle is rapidly having its effect, and, consequently, if you want to be "in it" in 1901, you will need to have a cushion frame mount.

Speed, clearness and brilliancy in camera work are improved by the use of the patented Collinear lens, manufactured by the Voigtlaender & Son Optical Co., 447 West 14th street, New York City. This lens is a recent invention, scientifically constructed and free from the errors found in a majority of the commercial hand cameras. It can be fitted to all cycle cameras and to folding pocket Kodaks Nos. 2 and 3.



Read what  
**Spalding**  
the Athletic Authority  
says about  
**Wool Soap**



Washed with "Wool Soap"

**A. G. Spalding & Bros.**  
New York - Chicago

Washed with Common Soap

NEW YORK, February 24th, 1900.

MESSRS. SWIFT & COMPANY, Chicago, Ill.

*Gentlemen:* There has been more or less trouble from people who do not understand how to clean sweaters. They wash them in all kinds of ways, and they shrink up and make no end of trouble. Your Wool Soap is the very best thing to use in washing sweaters.

Yours very truly, (Signed) A. G. SPALDING & BROS.

## DO YOU USE A CAMERA?

Pick out one of the best negatives you have, either film or glass, send it to us with one dollar and we will make you an enlarged picture, 10x12 in size, mount it on a 16x20 mat suitable for framing and send it to you by prepaid express.

Smaller sizes from 35 cents up. Price list and sample enlargement sent free upon request.

**THE FRANKLIN PRINTING & ENG. CO.,**  
309-315 Superior St., TOLEDO, OHIO.

## DOES YOUR SADDLE JAR YOU?

WHY NOT TRY

**The ESMOND SADDLE and PENSILE FRAME?**

Free trial to L. A. W. Members. Write for catalogue  
**ESMOND CYCLE SADDLE CO.,**

80 Wall St., New York.

**A SMALL CAPITAL** brings good returns if invested in a **MAGIC LANTERN** or **Stereopticon** for exhibition purposes. Write for 260 page illustrated catalog free.  
**McALLISTER, Mfg. Optician, 49 Nassau St., New York.**

## LEARN PROOFREADING

If you possess a fair education, why not utilize it at a genteel and uncrowded profession paying \$15 to \$35 weekly? Situations always obtainable. We are the original instructors by mail.

**HOME CORRESPONDENCE SCHOOL, Philadelphia, Pa.**

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering a

## FOR COMFORT



when riding a wheel or enjoying athletic exercise of any kind we would recommend for your consideration to wear a

**BIKE JOCKEY STRAP SUSPENSORY.**

Such well-known athletes as **Jeffries, Fitzsimmons, McCoy, Arthur Gardiner,**

**Major Taylor** and other cranks are all wearing them. Send for circular. Ask your dealer, or we will mail the Suspensory on receipt of \$1.00

**SHARP & SMITH, 92 Wabash Ave., Chicago.**

## DON'T PAY \$2.00 FOR

## ENGRAVED CARDS

When you can get them for HALF THAT PRICE.

We guarantee to engrave your name in first-class style on a copper plate, print 100 of the best quality, correct size cards from it and send by mail, postage paid, upon receipt of \$1.00.

Write to-day for samples and we will send you free a souvenir copy of our book "Card Etiquette." We engrave Wedding Invitations, Monogram Stationery and will send samples upon request.

**THE FRANKLIN PRINTING & ENG. CO.,**

309-315 Superior St., TOLEDO, OHIO.



## Another Good Seller

That will help pay your rent during the dull winter months.



## The SOLAR

ACETYLENE GAS  
HOUSE LAMP.

A Light Brilliant as Electric Light in Your Own Home.

Burns with an intense white light that makes an oil lamp pale as a tallow candle. Simple, easy to operate, cheaper and safer than kerosene. Absolutely cannot explode. Makes its own gas from Calcium Carbide. A perfect home light. No odor. The greatest lighting invention of the age. No home complete without it.

PRICE, - \$3.50.

Our discount to dealers is so liberal that you can make a handsome profit by selling them. Send for sample and be the first dealer in your city to show them. Our booklet tells all about them.

**Badger Brass Company,**

Harbor Street, KENOSHA, WIS.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

## LAUGHLIN

FOUNTAIN  
PEN

The Best at Any Price

A Seasonable Suggestion—A gift of never ending usefulness and a constant pleasant reminder of the giver.

Your choice of these popular styles, superior to the

\$3.00 STYLES

of other makes, for only

**\$1.00**

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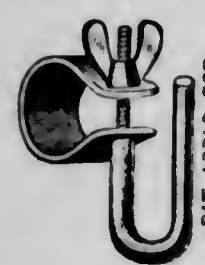


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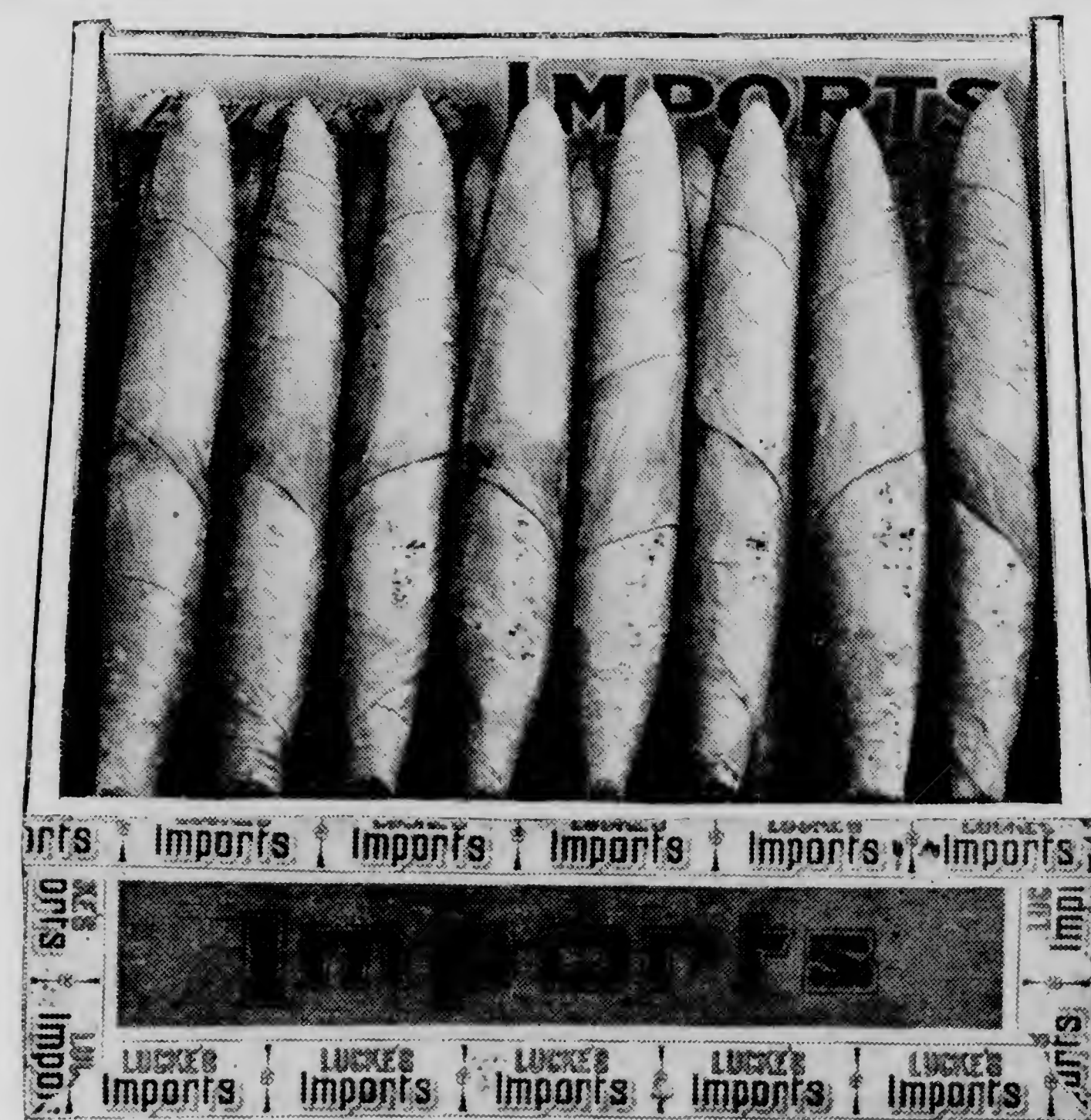
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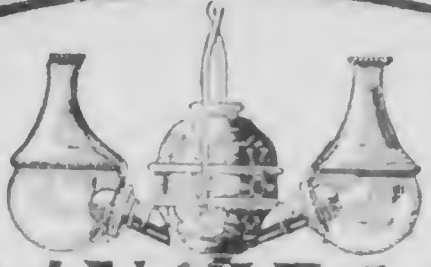
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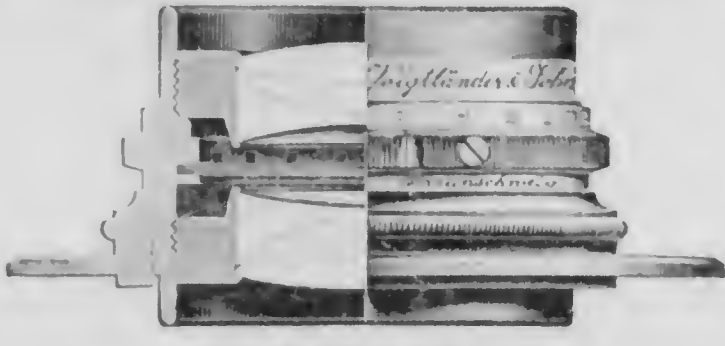
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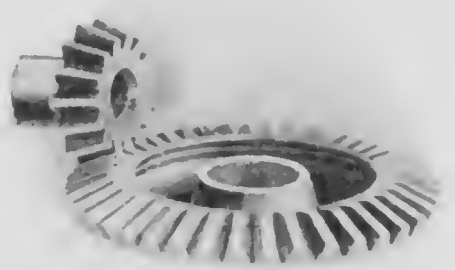
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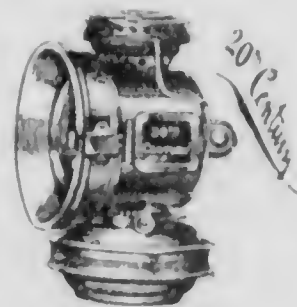


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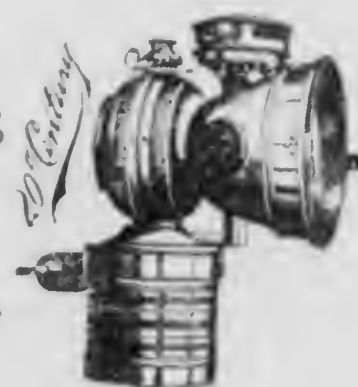
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DECEMBER, 1900.

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## OUR OBSERVATIONS OF THE MONTH

### Necessity of Good Roads

An interesting news item received recently from the Philippine Islands told of the passage, at the first public legislative session of the Philippine commission, of bills appropriating \$1,000,000 gold, from the funds of the island of Luzon for the building of highways and bridges, and \$2,500 for the partial payment of surveying expenses.

It will be remembered that almost as soon as the American army invaded Porto Rico, the President sent Gen. Roy O. Stone, chief of the Bureau of Road Inquiry of the Agricultural Department, to that island to report on the highway system, and that considerable sums of money have been appropriated from the Cuban revenue funds for cleaning and improving the streets of Havana and other cities of the island and for building better highways in the outlying districts.

In these acts there is surely subject for thought and basis of action for the good roads advocates of the United States. If good roads are an economic and military necessity in these islands, how much more important are they in the more thickly populated and more commercially important states of the union? And if national funds raised by import taxes in these islands, as in Luzon, can be appropriated in million dollar lots for the making and improving of wagon roads, why cannot national aid be secured to encourage more and better highway work in the states?

### Progress Abroad; None at Home

Since the national government can appropriate immense sums annually for the dredging of rivers and harbors and for building canals, dikes, dams and jetties, it is evident there is no legal or constitutional reason why national moneys cannot be used for wagon road improvement. The question therefore lies with the people, who must decide whether or not the government shall be asked to help us secure better means of transportation and communication. The reason why the distant Philippines, and Cuba and Porto Rico are having their roads so quickly improved after coming under the control of the United States, while some of the original thirteen states that formed the union and most of those admitted later still

have some of the poorest wagon roads in the world, is because the army is in control of the conquered islands and the army is keenly alive to the value of good roads, not only for military purposes but as an aid to the agricultural and commercial development of the land.

Military expeditions marching through the Philippine islands a year ago were unable to make more than eight or nine miles' progress a day because of the miserable condition of the traveled thoroughfares, but they captured many prisoners as they went forward and these they put to work breaking stone and grading and paving the roads. The broken stone was laid on the roadbed in some places to the depth of two feet in order to raise it above the level of the surrounding land, to make it resist the great climatic changes and to provide a surface that would be fit for travel by the heaviest wagons or the lightest bicycles in both the rainy and the dry seasons. From May to November the rains fall and the lowlands are turned into a wet, spongy miry mass, while from November to May there are no rains and the sun bakes the earth so dry that great cracks open wide enough to receive the wheel of bicycle or wagon.

### Where is the Fault?

Native prisoners were employed thus in road building for several months during the winter of 1899-00 in all of the islands of importance in the Philippine group, with the result that now one can go anywhere in the populated sections with comfort on a bicycle, all of the bad places having been repaired by the captured ladrones and soldiers of the native army, several thousand of whom were at one time working on the roads of Panay alone. The American army also turned its attention to the bridges which had fallen into a sad state of dilapidation under Spanish rule, and these are being repaired as rapidly as possible. But, the islands having now been placed under the civil rule of a commission, the road work is to be carried on with money appropriated for the purpose from the taxes and duties.

If the United States were under military rule we should have thousands of more miles of macadam highways than we have today. Even under our civil government we





A. E. HICKERSON,  
Secretary-Treasurer Kansas Division.

would have national and state aid in road building if the manufacturing and commercial interests of the country had been the largest, for manufacturers and merchants are as appreciative of the economic value of good roads as are the army officers. It is the agricultural interests primarily that have stood in the way of the best form of wagon road building.

#### The Better Plan

The thing to do then, is to present a plan for such work as will meet the hearty approval of the farmers and have their support. Heretofore they have been opposed to building macadamized or gravel roads because they believed that all or most of the expense would have to be borne by the land holders, and they did not feel financially able to bear the burden of increased taxes. The farmers throughout the country, and especially in the great central and western sections of the country, are now very much better situated in this respect than they have been for many years, or in fact, since they first settled the land. They have also been educated by the press to the wasteful wear and tear on horses, wagons and harness, loss of time to drivers and losses due to inability to take advantage of rises in the market prices of farm products because of the mud, the sand and the steep grades on our present country roads and to the blighting effects on farm life of roads that are impassable for weeks at a time in fall and spring months. They are therefore in good mental attitude to give their support to any bill put before state legislatures or the national congress that provides for the improvement of the roads and the equitable division of the cost of the work between the land owners who live in the country and the property holders who live in the cities.

The state aid laws of New Jersey, Maryland, Massachusetts and New York, which

provide that the whole commonwealth shall bear from one quarter to three-fourths of the expense of all highway improvement and that the rest shall be borne in equal proportion by the freeholders and the counties in which the work is done, have proved very successful and popular, so that now these states are noted for the many miles of excellent highways they possess. Other states may well follow the example.

#### Similar Plan is Possible

If, now, a similar plan for national aid in road building were proposed, it should stand a good chance of being adopted. Suppose, for instance, a bill were introduced in congress providing that the general government bear one-quarter of the amount expended by each state or territory in building city streets and country highways that conform to specifications approved by a government commission of engineers and that are built according to the recommendation and approval of state and territorial highway commissions. Such a measure would, very likely be enacted into a law, after the usual amount of opposition from contrary interests that is always manifested toward bills involving the appropriation of large amounts of public funds.

The offer of the government to stand one-quarter of the cost of highway improvement in every city and state would be a powerful stimulus to every community to improve its streets and wagon roads. In order to obtain the 25 per cent from the government it would be necessary for each state or territory to have a highway commission whose duties it would be to determine which roads should be improved, where new ones should be built and perhaps actually to do the work with hired gangs of men or to let contracts to local constructors. This would systematize the work and open a way to have the most important roads improved first and all the work done on a definite plan. The remaining three-quarters of the cost could be divided according to the law of each state among the counties and the abutting land owners on the roads improved. A central bureau to be established in Washington, or the present bureau of Road Inquiry, should be required to draw up standard specifications for the construction of roads from all the different kinds of paving materials in order that when the roads are built they will be really good ones that will not be in constant need of repair and so that the states cannot demand from the government any money for the system of "working out" road taxes on the common dirt roads.

#### An Economical Movement

If every one of our fifty states and territories did \$2,000,000 worth of road building and repairing annually, under such a law, the government would have to pay only \$25,000,000 of this, which is not an excessive amount compared with the many millions annually expended by the government upon river and harbor improvements and canal work.

The government experts have carefully estimated from statistics gathered from all

parts of the country, that the farming, mining, manufacturing and commercial interests of the United States sustain an annual loss due to bad roads, in the ways mentioned above, of not less than \$600,000,000 annually. Spending \$100,000,000 a year on road building and repairing, it would take the country six years to spend an amount equal to one year's losses, and, supposing that, with the repairs on existing roads and the construction of new ones, every mile of new road cost \$5,000, we should have 20,000 miles of new macadam road of the best kind in the country each year, or 120,000 miles in the six years, equal to an average of 2,400 miles for each state and territory, which would have reduced the losses so much that the saving would have paid the whole cost of the work.

#### Road Law Constitutionality

A friendly suit to test the legality of the Dodge road law may shortly be begun in Cleveland. The law provides that a levy of half a mill be placed on all property in the city and country for the improvement and construction of county roads. The levy is now being collected, and will amount to about \$30,000. The county commissioners have the disposition of the sum.

In view of the fact that property owners in the city have nothing to say regarding the expenditure of the money, it is argued that the law is unconstitutional, and County Solicitor Kaiser says that in all probability the point will be raised in court.



PRIVATE DRIVE OFF LAKE SHORE DRIVE, CLEVELAND.

Photo by Chas. A. Bull, Glenville, O.

As soon as we have built an average of one mile of first class road for every twenty-four miles of bad road now existing, we will annually save enough from the losses above mentioned to equal the government aid of \$25,000,000 given to the states; and as soon as every mile in six of our bad roads of today is made into a hard, smooth stone or gravel turnpike the annual saving will equal the annual total expenditure of \$100,000,000 by all the states and the government combined, so that from that time on we may consider that our road improvement is not only costing us nothing but is actually saving us more and more money as the work goes on.

#### To Test Road Materials

The latest step in the extension of the scope of the Public Road Inquiries Office at Washington is the establishment by the Secretary of Agriculture in the Division of Chemistry of a laboratory for testing physically and chemically all varieties of Road materials. "These substances," writes Director Dodge, "include rocks of all kinds, gravel, shells, brick, clays, and other bodies used in road building in country districts, but do not include materials for municipalities. This laboratory will be ready for operation about the 1st of December. Any person desiring to have road materials tested in this laboratory is advised to write to the





HENRY E. PERRY.  
Secretary-Treasurer Michigan Division.

Office of Public Roads inquiries, Department of Agriculture, Washington, D. C., for instructions in regard to the methods of selecting and shipping samples. Specimens will be tested in the order in which they are received, excepting those sent by the special agents of the department, which will be given preference over all others. Samples of a miscellaneous nature, not taken in accordance with the directions given by the office of Public Road Inquiries, will not be examined."

#### Earle Becomes a Senator

Horatio S. Earle, chief consul of the Michigan division, L. A. W., was, on November 6, elected a state senator, from the third district. While the district is nominally Republican, yet Mr. Earle succeeds a Democratic senator, so that his victory is the more notable. He made the campaign almost entirely on a good roads platform and as a wheelmen's candidate, and as such received the enthusiastic support of many voters regardless of party affiliation. His majority was in the neighborhood of 1,800. Mr. Earle is already at work preparing some good roads measures and has received assurances of support from many of his colleagues to be.

#### More Road Conventions

Good roads congresses in Denver and Chicago have been held within the month, and still further congresses are being urged by public spirited men, particularly in the west. In connection with good roads agitation and advancement, the subject of free rural mail delivery is always linked. A Washington dispatch of recent date states that Postmaster General Smith's estimate for the

coming year includes an estimate of \$3,500,000 for the rural free delivery service.

By the close of this fiscal year 4,300 rural free delivery routes throughout the United States will have been established, and the general extension contemplated for next year will involve about 4,500 additional routes.

The success of the service so far instituted has resulted in plans for a very general extension next year.

The Postmaster General, together with other officials, is investigating the feasibility of putting the service in operation at every point throughout the country not reached by the regular delivery services in operation in the cities.

#### The Effect of Lantern Laws

Whether lantern laws are beneficial to wheeling and to wheelmen is a question by no means conclusively settled. Tradesmen are divided on the point, some holding that lantern laws make cycling at night reasonably safe and therefore are beneficial, and others holding that the annoyance caused by the necessity of using lamps has resulted in the retirement from wheeling of many former advocates of the cycle. The same ideas have their respective supporters among wheelmen generally, and it is the absence of a unanimity of opinion that makes legislation on this point or lack of it unsatisfactory alike to wheelmen and to legislators. The safety argument, per se, seems unanswerable, and yet despite this phase of the subject there are many level-headed wheelmen lined up in opposition to lantern legislation and fortified with reasonable arguments in defense of their position, one of the most popular of which is that unless all vehicles are required to carry lighted lamps at night, the bicycle should not be picked out and made a lantern carrier for the general public. Of course, there would be no controversy on the subject were all streets and roads well lighted, and little arguments if all vehicles were required to carry light. The first of these conditions appears to be out of reach for years to come; the second might easily be brought about.

#### Connecticut Opposes Lanterns

The matter of bicycle lantern legislation is now being thoroughly discussed in Connecticut, where popular sentiment among wheelmen seems to favor the repeal of the existing statute on the point. And in Montreal an effort is being made to secure the repeal or the modification of the local ordinance requiring the use of lighted lamps at night. On the other hand, in Rochester an agitation is on to secure legislation requiring the use of lamps at night on sidepaths, owing to the great number of accidents that have occurred recently on account of wheelmen riding lanternless after dark. In Connecticut it is now proposed that a new wheeling body, for legislative purposes only, be formed by wheelmen, each paying 25 cents dues, and that this organization aid in the work so capably started under L. A. W. auspices.

#### After Side Paths Also

Another object of the Connecticut Division's legislative committee is to secure the enactment of a sidepath law similar to that now in operation in New York, Ohio and other states. Connecticut has long desired such legislation, and now the desire is assuming tangible form.

Judge Criswell, of Venango county, Pennsylvania, coincides in the opinion of Judge Simonton, of Dauphin county, that the Pennsylvania state sidepath law is unconstitutional. The decision is on the ground that the constitution prohibits delegating to any special commission power to supervise or interfere with any municipal improvement.

#### Minneapolis Side Path Work

Sidepath work in Minneapolis closed for the year with the completion of the Lyndale avenue path. There has been constructed this year a total of eleven and seven-tenths miles of path, at an aggregate cost of \$11,765, or almost exactly \$1,000 per mile. The chief item of expense, of course, was labor, which amounted to \$8,652. The lumber used for the curves, culverts and public and private crossings amounted to \$2,193.

This average of \$1,000 a mile has been regarded by wheelmen as excessive. City Engineer Sublette declares, however, that every effort was made to keep down the expense. The weather was a serious handicap clear through the season—too dry in the early part of the season, and too wet for the rest of the time. And most of the dirt had to be hauled for long distances, the same as by the street commissioners in making their repairs. Gravel was bought at the regular market price, but no money was paid for clay. There is still \$85 of the fund raised by bicycle licenses on hand. In his annual report the city engineer will include a map showing the location of the bicycle paths of the city.

#### Bicycle Worth a Dollar a Day

During November Annie Granite, of Yellow Jacket, Mich., brought suit against Andrew Strand to replevin a bicycle which she claims belongs to her, and which the defendant held. It appears that Miss Granite loaned her bicycle to Mrs. Strand. The latter's husband took the wheel and held it for ninety-two days. Now Miss Granite wants pay for the time the wheel was not in her possession. She puts her loss at \$1 a day, and wants \$92. The wheel has been returned to her, but she still has the \$92 coming.

#### A Bicycle Action in Indiana

A peculiar action at law was tried in Indiana during November. George Strenz, an elderly man of Elkhart, sued William Hueneyager, a one-eyed man, for \$51 damages. Strenz was riding a bicycle on a sidewalk, and in passing Hueneyager, who carried an adz, startled him so that he turned suddenly, and the adz inflicted a wound on one of Strenz's hands. Strenz previously had Hueneyager arrested for assault, but the judge promptly discharged the prisoner



A. H. SEARLES.  
Secretary-Treasurer Colorado Division.

when the evidence showed how the injury had been inflicted. Strenz then instituted the civil action, and Hueneyager's counsel moved that the case be dismissed on the ground that in riding on the walk Strenz was committing an offense against the state, Section 4398 of the statutes making it a misdemeanor to ride or drive a vehicle lengthwise, on any sidewalk. Judge Sanders so ordered.

#### L. A. W. Division Elections

Annual elections in the various L. A. W. divisions were notably generally for lack of opposition. In nearly all the states officers were chosen unanimously. In New York and Ohio, however, there were contests. New Yorkers choosing between candidates for representatives at large and Ohlons having the choice of two complete tickets. In the Empire state, Mr. M. M. Belding was re-elected chief consul, and Mr. George C. Pennell and Mr. John F. Clark were chosen vice consul and secretary-treasurer respectively. Among the representatives elected was Isaac B. Potter, former president of the national body. In Ohio the ticket headed by Mr. Chas. W. Mears for chief consul and Mr. Walter H. Chubb for secretary-treasurer was successful over the ticket headed by Mr. Chas. F. Williams for chief consul and Mr. Edward J. Tully for secretary-treasurer.

#### Among the Racing Men

William C. Stinson's success in placing the world's hour record above the forty mile mark, aroused record breakers to action on both sides of the Atlantic. At Brockton, Mass., Harry D. Elkes secured many intermediate records, but failed to increase the hour figures, while in France, Bange, former hour record holder, succeeded in breaking the French hour record but failed to beat Stinson's mark.





WATERLOO.

Photo by J. J. Boynton, Newark, N. Y.

L. A. W. route, No. 7, New York to Delaware Gap.

The three lines at the right are tracks on which the canal boats are raised and lowered from one level to another. Allamuchy mountain appears in the distance.

The racing season in Paris closed with a disgraceful row in which the crowd, the track manager, the world's champion sprinter and the American rider, McFarland, figured. The latter was compelled to run in order to save his precious life. When the riot was squelched, it developed that McFarland was entirely without fault in the matter, and that he had been unjustly treated by both his opponent, Jacquelin, the champion, and the track manager, Desgranges. The Parisian press praises McFarland's sportsmanship in flowery manner.

J. Frank Starbuck, the veteran racing man, who was severely injured this season in a motor accident at Baltimore, is now out of the hospital, but will be a cripple for life. His friends are raising a fund for his benefit.

#### Assistance of Members Solicited

The publishers of the L. A. W. MAGAZINE desire to renew the invitation of October extended to League members to participate in the production of the official organ. Let us quote from the October issue:

"In our efforts to make the L. A. W. MAGAZINE distinctly creditable to the League and thoroughly agreeable to its members we have frequently been reminded of the fact that advances might be made if the army of League members were to accept an invitation to assist in making the official organ a publication produced BY League members as well as for them. To this end we invite the co-operation of the membership. Let us have your assistance. Forward to us photographs of interesting scenes and items of events likely to concern wheelmen. Short sketches of wheeling adventures are also solicited. Credit will be given when photographs or other contributions are published and payment will be made after publication to contributors who notify us that payment is expected. Especially do we request that League members keep us informed as to new bicycle ordinances, bicycle legal actions and the advancement of good roads and sidepaths interests."

## FROM DAY to DAY

OCTOBER, 1900

21—Riot at Paris track when McFarland refused to meet Jacquelin in 20-mile match, on account of the wet surface. Vanoni 1, Conelli 2, Cooper 3, in scratch race, and Bourotte 1, Louvet 2, Mathieu 3, in 10-kilometer lap race. At Turin, Tommaselli won scratch race with Momo 2, Heller 3.

24—Stinson broke records 2 miles (2:51 2-5) to 11 miles (16.02), at Brockton, Mass.

25—Stinson broke records 12 miles (18.02) to 40 miles (59:43 2-5) and placed the world's hour record at 40 miles, 330 yards, thus being the first rider to cover 40 miles or more in 60 minutes, at Brockton, Mass.

27—Elkes broke records 12 miles (17.35) to 25 miles (57.02 3-5), at Brockton, Mass.

28—Tommaselli and Grogna won open races and Tommaselli-Momo won the tandem race, at Turin.

29—Lepoute won 5-hour race, Garin 2, Fischer 3, at Lille.

31—Bauge placed French hour record at 64 kilometers, 350 meters, at Paris.

#### NOVEMBER

2—Century Wheelmen purchase Pontiac Club house for \$65,000, at New York City.

3—Judge Criswell, Venango county, declared state sidepath law unconstitutional—Pennsylvania.

4—Wm. Coburn won handicap and Aaronson won open race, at Vailsburg. W. J. Potter rode unpaced century in 6:36:00, at Boston. Bauge broke French records from 50 kilometres to 100 kilometres, at Paris.

6—H. S. Earle elected state senator, at Detroit. Frank H. Kerrigan, wheelman, elected Superior Judge, at San Francisco. Walthour won 25-mile open race, Ross 2, Ireland 3, at Vailsburg.

8—Elkes broke records 2 miles (2:51 2-5) to 14 miles (20:19 3-5), at Brockton, Mass.

9—M. M. Belding re-elected chief consul New York division, L. A. W., at New York City.

10—Cooper and McFarland, American cyclists, arrived from Europe—New York City.

11—Nelson beat Stone, 15 miles, in 25:49 1-5, and Gus Lawson won handicap from scratch, at Los Angeles, Cal.

13—Chas. W. Mears elected chief consul Ohio Division, L. A. W., at Cleveland. Albert P. Day resigned connection with American Bicycle Company, at Hartford, Conn.

19—National Cement & Rubber Manufacturing Company, \$30,000 fire—Toledo, O.

19-21—National good roads congress held at Chicago.

Don't believe that everyone you see riding without a coat and with sleeves rolled up to the shoulder is a first cousin to Eddie Bald. He is not and should be made to feel his mistake in trying to so appear.

Don't forget your tools and oil can when going on a long run. Of course it is nice to rely on the other fellow having his, but then he may not and you will get left.

## OBSERVATIONS of a WHEELMAN ABROAD

By JOHN R. WILLIAMS,

Chief Consul of the Missouri Division L. A. W.

Europeans do not appear to have the thirst for news that Americans have and hence they are behind the times on many topics. For this, or some other reason, the cyclists over there seem not to have learned that "the fad of wheeling has died out." So ladies and gentlemen with the most charming naivete imaginable continue to enjoy their wheels freely without dreaming they are no longer the mode.

In Paris the throng of vehicles is so great and the cab and other drivers so selfish and indifferent of others' safety that it seemed to me like a very hazardous undertaking to mount a bicycle. Notwithstanding this, there are probably more cyclists in Paris than in any other city in the world. Wheels are used for pleasure and for utility. Messengers and errand boys carry loads on their backs and on their heads that would astonish American youths. Mounted on their wheels they carry the same loads they formerly carried on foot. A familiar sight in the streets of Paris is that of a market boy, on a wheel, with a bushel basket full of vegetables on his head, threading his way serenely through the struggling crowd of cabs, omnibuses and the thousand and one nondescript vehicles that rush headlong in all the thoroughfares.

The genius of the French in elaborating details is shown in the road book and map of France gotten out by the Touring Club of France. The quality of every road is shown by the kind of line tracing its course and every hamlet is marked with symbols to indicate at which of them meals may be obtained, at which lodgings and at which may be found a chambre noir or dark room for camera fiends. The manner in which the map is folded enables the rider to trace his course from one fold to another without dismounting.

At Rome the cycling movement has just reached the riding school stage. The school itself is apt to be located in the wall-surrounded court of some ancient palace. If the time-stained stones could tell of all the strange scenes they had witnessed through the centuries none would seem stranger to the man that erected them than a description of a modern bicycle.

Perhaps no greater contrast between old and new ideas, exemplified in the same individual, is seen than that presented by the Bavarians in the Tyrol. Dressed in a costume which, according to old paintings in the picture galleries, must have been the national costume for centuries, our young Tyrolean is able to accept the idea of a modern bicycle. He finds, too, that the costume is just the thing for wheeling, and

a most picturesque figure he presents as he uses both the costume and the wheel.

In the British Isles especial attention is given to mud-guards and brakes. The former is made necessary by reason of the frequent rains and the latter by the long hills.

I remarked to a wheelman that very few wheels with us were equipped with mud-guards, hoping to impress him with the idea that we were decidedly in advance of them. "Do you want to be spattered then," said he. "No," I replied, "we do not ride when the roads are wet." "If that was our rule we would never ride," he answered. When I reflected on the difference between their roads and ours I decided not to discuss the subject further.

In fact, as a patriotic American, I could accord to the countries of Europe but one point of superiority over ourselves. That is the matter of roads. Practically every road in Europe may be used every day in the year, and their bill for repairs does not amount to the sum we throw into the mud every year, leaving our roads no better at the end of the year than at the beginning.

It will doubtless be news to many L. A. W. members (as it was to me) that the trade mark of the Cyclists' Touring Club of Great Britain and Ireland is the same as that of the L. A. W. That is, the wheel with three wings and three initials. As their organization is older than ours we must have copied it from them. Perhaps, Mr. Editor, in one of your reminiscent moods you will tell us how this came to be and what formalities were observed to bring it about.

#### Not an Important Test

When lifted from the ground and given a sharp turn round, the front wheel of many machines, when the bearings are clean and properly adjusted, will take a quarter of an hour, twenty minutes, or even half an hour before coming to a state of perfect rest, and the back wheel, with the chain on, from two to three or four minutes. But it is a mistake to attach much importance to this test. As long as the back wheel will oscillate three or four times with the weight of the valve, and the front wheel five or six times, there is nothing to show that the machine is not a perfectly good one, and in good running order.

Don't ride with your toeclips underneath your pedals; they are liable to strike things on the road, the result of which may interfere with your personal comfort and equanimity. If you carry toeclips, use them.



## Progress of Road Building in the United States

By MAURICE O. ELDRIDGE,

Assistant Director of the Office of Public Road Inquiries.

### PART III.\*

When Charles Dickens visited America in 1842 he had occasion to travel by stage coach from Cleveland to Sandusky, Ohio. His description of part of this journey can be used here to good purpose in describing the condition of many of the public roads of that day:

At one time we were all flung together in a heap at the bottom of the coach, and at another we were crushing our heads against the roof. Now, the coach was lying on the tails of the two wheelers; and now it was rearing up in the air in a frantic state, with all four horses standing on the top of an unsurmountable eminence. . . . The drivers on these roads, who certainly got over the ground in a manner which is quite miraculous, so twist and turn the team about in forcing a passage, corkscrew fashion, through the bogs and swamps, that it was quite a common circumstance on looking out of the window to see the coachman with the ends of a pair of reins in his hands, apparently driving nothing, or playing at horses, and the leaders staring unexpectedly at one from the back of the coach, as if they had some idea of getting up behind. A great portion of the way was over what is called a corduroy road, which is made by throwing trunks of trees into a marsh and leaving them to settle there. The very slightest of the jolts with which the ponderous carriage fell from log to log was enough, it seemed, to have dislocated all the bones in the human body. It would be impossible to experience a similar set of sensations in any other circumstances, unless, perhaps, in attempting to go up to the top of St. Paul's in an omnibus. Never, never once that day was the coach in any position, attitude, or kind of motion to which we are accustomed in coaches. Never did it make the smallest approach to one's experience of the proceedings of any sort of vehicle that goes on wheels.

This description also serves to illustrate the condition of the country roads, except in a few wealthy communities, twenty to twenty-five years ago. Kentucky was famous for her fine roads a generation ago. Even before the Eastern states had made any decided progress in this direction, the state of Kentucky aided the construction of turnpikes by large county and state appropriations. Few states have been more liberal in promoting the building of better highways than Kentucky. The wretched condition of the country roads, as well as the ever-increasing need for better ones, did not, however, begin to attract widespread attention until something over ten years ago, but, although the movement is yet young in years, the agitation has already led to a general crusade which fore-shadows thorough reformation.

#### ESTABLISHMENT OF THE OFFICE OF PUBLIC ROAD INQUIRIES

Some road reformers think, as thought many of the founders of the Republic, that the General Government should aid in the building of the principal roads. This idea, however, has met with little encouragement; but out of the agitation has grown a

\*From Yearbook of Department of Agriculture, 1892.

law, passed by Congress in 1893, providing for an office in the Department of Agriculture, to collect and disseminate information on the road subject, to conduct investigations, inquiries and experiments regarding road materials and road construction, and to encourage, by object lessons and otherwise, the building of better roads. (Pl. XIV). Twenty bulletins and thirty-three circulars containing information of great value to good roads reformers, as well as to good roads builders, have been published by the Office of Public Road Inquiries, and the usefulness of such a good roads propaganda seems to have been fully demonstrated.

#### PROGRESS OF THE MOVEMENT IN THE STATES FOR GOOD ROADS

More than half the states have passed new and progressive road laws, and many hundreds of miles of good roads have already been built under the influence of the new conditions of administration, finance and construction. The general trend of legislation enacted in these states is as follows: More rigid provisions for carrying out the old systems without radical change in the systems themselves; more liberal tax levies; substitution of money tax instead of labor; local assessment, according to benefits, for the construction of new roads; construction by township, counties, and districts, with power to issue bonds; state highway commissions; provisions for working convicts; regulations compelling and encouraging the use of wide tires; State aid to road building; construction of state roads.

New Jersey was the first state to take any radical step toward the improvement of her public highways. Her state aid law was passed in 1891. It provides that on petition of the owners of two-thirds of the lands bordering any public road, not less than a mile in length, asking that the road be improved, and agreeing to pay ten per cent. of the cost, the county officials shall improve the road, one-third of the expenses to be borne by the state, if the road is brought to the standard fixed by the state commissioner of public roads, and the balance (66 2-3 per cent.) by the county. The state's expenditures for such improvements in any one year are limited to \$150,000, while the county is limited to one-fourth of 1 per cent. of its assessed valuation. At this rate the law makes it possible for the expenditure of \$450,000 a year, and at \$3,000 per mile this builds 150 miles of road. Ten miles of road were built in 1892, 25 miles in 1893, 60 miles in 1894, and since 1895 the applications for new roads have been far in excess of the limit prescribed by law.

Under this law about 450 miles of improved road have already been built in New Jersey, the state's portion of the expense being about \$715,800. The counties and towns have built out of their own treasuries 450 more miles, which brings the total mileage of improved roads for the state up to 900. These roads cost at first about \$6,000 per mile, but on account of the reduction in the price of materials and the increase of labor-saving machinery the cost has been reduced to about half this amount. The farmers, who at first strongly opposed the law, are now equally enthusiastic for it, and more roads are being petitioned for than can possibly be built in many years out of the limited state appropriation. The system seems to be popular with all classes, and it is being carefully considered by the legislatures of other states. Its principles have been

within six years after the construction of any state road the county in which the road is situated must pay to the state one-fourth of the money expended. Nearly 300 miles of excellent roads have been built in Massachusetts under this new system, the average cost per mile of which was about \$9,000.

Connecticut has made rapid progress in building highways during the last five years. It now has a highway commission which was provided in 1895-96 with \$450,000 and in 1897-98 with \$400,000 for road improvement. In 1895-96 the state paid one-third the expense of constructing the roads, the town one-third, and the county the remainder, but in 1897-98 the state increased its part of the expense to one-half, the other half being borne by the towns. The amount of work accomplished is shown by the fact that in the two years last



Fig. 1.—TYPE OF ROAD IN MASSACHUSETTS BEFORE IMPROVEMENT.  
From Eldridge United States Department of Agriculture.

adopted by Massachusetts, Connecticut, Rhode Island, New York and California. These laws, of which state aid are the principal feature, are regarded by the active advocates of road reform, as affording a satisfactory solution of the problem.

Massachusetts, like New Jersey, has also adopted a system of road improvement which, it is believed, will result in a few years in securing to that state highways that will be second in excellence to none in the United States, and equal to some of the best in the Old World. The state has a permanent highway commission, consisting of three persons. Each year this commission is allowed to spend \$600,000 for building and maintaining roads, which are called state roads. The law provides that not more than 10 miles of road can be built in any one county in a year, and that

named the entire state appropriation was applied for by the towns, and this was done without any county assistance.

Although the Rhode Island commissioner of highways does not favor state aid as adopted in the adjacent states, the legislature has, as his suggestion, passed a law which enables him to build a half-mile sample of good macadamized highway in each town. These permanent object lessons are of great benefit to the towns where good highways have not been built, and are conducive to more liberal appropriations for new roads, as well as more thorough construction, when the local authorities choose to carry the work forward. Out of 2,240 miles of highways in Rhode Island, about 500 miles have been improved by the use of gravel or stone.

The legislature of New York passed a bill



last year which provides that the state's share in the improvement of highways shall be 50 per cent. of the cost, the counties share 35 per cent., and the town's share the remainder. The boards of supervisors are given the right to decide what roads, if any, are to be improved, thus making the matter of road improvement entirely optional. No new offices were created, the state engineer being placed in charge of all road work. The law seems to give satisfaction; several miles of new roads have been built, and work is still in progress under its provisions.

The legislature and people of California have not been idle in the work of good roads nor blind to the needs of the state in this respect. Up to a few years ago some of the convicts had been supported in

might, if space permitted, go through the whole list of states and find evidences of great progress in road improvement. Governor Mount, of Indiana, for instance, says that his commonwealth is provided with 58,000 miles of graded, graveled, and piked highways, over 8,000 miles of which are comparable with the best roads of France. The public is now more thoroughly aroused to the importance of the movement for better roads than ever before, and more roads and better roads have been built in the United States in 1899 than in any previous year of its history.

The agitation which has become so universal will surely result in a well defined public sentiment that will soon overcome all obstacles. With the new century the good roads movement is likely to receive



Fig. 2.—TYPE OF ROAD IN MASSACHUSETTS AFTER IMPROVEMENT.  
From Eldridge United States Department of Agriculture.

comparative idleness at the expense of the state, while others had been utilized in direct competition with free labor. In 1895 the legislature decided, at the suggestion of Gen. Roy Stone, to utilize convict labor in preparing road materials; a bill was passed providing for a highway commission and for the construction of a rock-crushing plant on one of the state prison grounds. Since that time the convicts have been turning out upward of 100,000 tons of crushed trap rock annually. Much of this material has been given to the counties as the state's contribution toward the improvement of the leading thoroughfares.

North Carolina, Delaware, Iowa, New Jersey, New York, Tennessee and other states also have laws providing for the use of convict labor in improving the highways. North Carolina has made greater progress, and has built more miles of roads under this system than any other state. Thus one

valuable aid from the owners of horseless vehicles, already not uncommon on our thoroughfares. The aid of these new allies, added to that of the farmer, with his great pecuniary interest in the question, to say nothing of the army of wheelmen already enlisted in the cause, promises well for the rapid spread of the movement throughout the country.

"My dear," began the minister's wife, "there's a bicycle down at the cycle shop—"  
"There you go again," he interrupted; "always thinking of worldly things." "But, my dear, you wrong me," she said. "This bicycle is perfectly heavenly." She got it.

Don't ride over all the street. Keep as near the right as possible. It does not necessitate any more work and is a great relief to those riding back of you.

## SPORTS THAT INTEREST LEAGUE MEMBERS

### Ball Plans for 1901

American League expansion is now almost an accomplished fact. The circuit revision committee of this formerly western body has visited the east on two different occasions and reports having virtually completed arrangements whereby American League teams will be located in Baltimore, Washington and Philadelphia. The first named will be in charge of Messrs. McGraw and Robinson, well known for their long and prominent connection with the game in the Oriole city, while the Washington team will be owned and managed by James Manning, now of Kansas City and formerly a second baseman of standing. The Philadelphia management has not yet been announced, but rumors have connected Tom Loftus, the Chicago manager; Hugh Duffy, of Boston, and Connie Mack, the Milwaukee manager, with the new Quaker City plant.

This adding of three eastern cities compel the abandonment of three western cities, and of these Minneapolis and Kansas City are definitely decided upon, with Indianapolis as a pretty certain probability as the third to go. Indianapolis will make strenuous efforts to remain in the American League, but the Indianapolis management has more than once made itself unpopular with its League partners, and hence it will require some extraordinary proceeding to head-off the dropping of the Indiana metropolis. The circuit then for 1901 will be Philadelphia, Baltimore, Washington and Buffalo in the east, and Cleveland, Detroit, Chicago and Milwaukee in the west.

Inasmuch as Philadelphia is National League territory and Baltimore and Washington are nominally so, the co-operation of the National League with the American League was rendered desirable in the expansion of the latter, and this co-operation is said to be assured, especially since the eastward march of the American League shuts off possible unpleasant opposition for the National League on the part of the proposed National Association, the purpose of which, it has been announced, is to run the National League out of business. Therefore, by co-operating with the American League, the National has strengthened its position against possible assailants, and the outlook for the National Association is, at this writing, far from encouraging.

Among the incidental gains made by the American League in its progress is the promise of the abolition by the National League of the obnoxious draft rule, whereby, on the payment of a sum of money, Na-

tional League managers might take from American League teams any players they desired to secure, thus weakening American League teams and injuring American League home interest. It is also stated that the National League will henceforth regard the American League as a national body, and not as a minor league, and that at the end of each season the championship team of each of the big leagues will contest a series of games for the world's championship.

On December 13th, the National League magnates will hold their annual meeting in New York City and at that time will be definitely announced the policy of the body as regards the American League. In the interim it would be well not to form conclusive opinions on the situation, for the numerous changes that have already occurred this fall may be but the forerunners of other and greater changes.

#### NATIONAL LEAGUE AVERAGES

President Young's official averages of National League players for the season of 1900 places Hans Wagner, of Pittsburg, at the top of the batting list, with a percentage of .380, and gives Flick, of Philadelphia, second place, and Keeler, of Brooklyn, third place. The records of the first twenty batsmen are as follows:

Rank—Name.	Club.	G.	AB.	R.	BI.	Pct.
1—Wagner, Pittsburg	.....	131	528	107	201	.380
2—Flick, Philadelphia	.....	138	547	106	207	.378
3—Keeler, Brooklyn	.....	137	568	106	208	.366
4—Burkett, St. Louis	.....	142	560	88	202	.360
5—Lajoie, Philadelphia	.....	162	451	95	196	.346
6—Schlach, New York	.....	141	524	99	181	.345
7—Bockley, Cincinnati	.....	138	559	99	192	.343
8—Tammehill, Pittsburg	.....	32	117	19	40	.342
9—McGraw, St. Louis	.....	98	311	84	115	.337
10—Hamilton, Boston	.....	135	521	103	174	.332
11—Hartsell, Cincinnati	.....	18	61	10	21	.328
12—Donlin, St. Louis	.....	77	275	40	90	.327
13—Davis, New York	.....	113	425	70	138	.325
14—Thomas, Philadelphia	.....	139	529	131	172	.325
15—Donovan, St. Louis	.....	127	309	78	165	.324
16—Clarke, Boston	.....	71	265	35	85	.320
17—Van Haltren, N. Y.	.....	141	563	113	181	.319
18—Delchanty, Phila.	.....	136	542	82	173	.319
19—Kelley, Brooklyn	.....	118	453	92	144	.318
20—Schrivver, Pittsburg	.....	23	85	11	27	.317

Kelley of Brooklyn leads the first basemen in fielding, with a percentage of .992. Bradley of Chicago is second, and McGann of St. Louis is third. Lowe of Boston is first among second basemen, with a percentage of .960, while Cross of St. Louis and Brooklyn, is the premier third baseman. His percentage is .941. Davis of New York, with a percentage of .942, is first among the shortstops. Barry of Boston, Wagner of Pittsburg, and Heidrick of St. Louis are first, second and third, respectively, among the



outfielders, having percentages of .975, .969 and .968. Warner of New York leads the catchers, with Sullivan of Boston second, and Zimmer of Pittsburg, third. Warner's percentage is .936.

#### INTER-STATE LEAGUE AVERAGES

President Power's official averages of Inter-State League players give Schilts of Toledo, who played in but eleven games, the first position among batsmen. His average is .404. Next on the list, and the real leader, is Beck of Toledo, whom Cleveland has signed for 1901. Beck played in 138 games, scored 120 runs, made 207 hits and worked out a percentage of .360. Locke of Anderson is third, Donahue of Dayton is fourth, and Kleinow of Fort Wayne is fifth. Among the fielders, these are the leaders: First basemen, the veteran Glasscock of Fort Wayne; second basemen, Eagen of Marion; third basemen, Nordyke of Mansfield; short-stops, Lowney of Mansfield; left fielders, Lawrence of New Castle; center fielders, Hemphill of Fort Wayne; right fielders, Dougherty of Dayton; catchers, Kleinow of Fort Wayne; pitchers, Watkins of Dayton. Pitcher Moore of Dayton, who has been signed for 1901 by Cleveland, was the premier twirler. He pitched 24 victories in 35 games, and in 17 of the contests the opposing team made less than six hits. One game was without a hit, three were with two hits, three were with three hits, two were with four hits, and eight were with five hits.

### Our Cup Defenders

BY W. P. STEPHENS

For a month past rumor has been busy with reports as to the composition of the new syndicate which will build a yacht for the defense of the America Cup, and as to the selection of a yachtsman to manage her. All the negotiations have been kept secret among the officers of the New York Yacht Club, and nothing reliable has leaked out until the official announcement was made on November 21. It is an open secret that the rivalry in the 70-ft. class during the past summer between Vice-Commodore August Belmont, owner of Mineola II, and Mr. Herman B. Duryea, part owner of Yankee, has figured in the formation of a syndicate and the choice of a manager, and also that the Belmont party was in the ascendency. The matter was finally settled by the posting of the following notice in the club house on November 21:

"J. V. S. Oddie, Esq., Secretary New York Yacht Club.

"Dear Sir: I take pleasure in announcing officially that the association formed to build a yacht to compete with the Columbia for the defence of the America's Cup is composed of Vice-Commodore Belmont of the Mineola, ex-Vice-Commodore James Stillman, Capt. Oliver H. Payne of the Aphrodite, Capt. F. G. Bourne of the Colonia, and Capt. Henry Walters of the Narada. Capt.

W. Butler Duncan, Jr., will have charge of the yacht.

Yours very truly,

"LEWIS CASS LEDYARD,

"Commodore.

Mr. W. Butler Duncan, Jr., who will be in command of the new yacht, as owner for the time being, was among the first named for this position, as he has had a great deal of experience in this work. He is a graduate of Annapolis, serving for a time in the navy, in 1887 he owned the little cutter Mona and afterward for several years the cutter Huron. He sailed on Vigilant in her first year, 1893, with C. Oliver Iselin, and again in 1895, on Defender. Last year Mr. Duncan had charge of Defender for the season, racing her against Columbia in the trials of the new boat. When the first attempt at the formation of a National Naval Reserve proved a failure, Mr. Duncan and a few other New York yachtsmen started anew and made a muss of the attempt, the Naval Reserve now being firmly established in many states, Mr. Duncan has kept up his interest in it and was in command of the New York battalion on the auxiliary cruiser Prairie during the Spanish war. He has raced a great deal in all classes of yachts, owning the 21-footer Houri, and the 25-footer Vagnero II. His experience, personal qualities, and familiarity with the Cup defense in previous years make him one of the best men available for the position.

The syndicate is made up of new men, though Vice-Commodore Belmont was a member of the Vigilant syndicate in 1893. He began his yacht racing in the Burgess, 40-footer Mariguita in 1889, building the 46-footer Mineola I in 1891. This year he built the 70-footer Mineola II. Mr. James Stillman was vice-commodore of the club many years ago in 1878 he built the first English cutter, Muriel, following her with the Harvey cutter Wenonah in 1882. Two years later he built the steam yacht Manda. At one time he owned the old schooner Wanderer. Of late years he has not been active in yachting, though his son has owned and sailed the 30-footer Watta.

Col. Oliver H. Payne is comparatively new to yachting, in 1897 he had the steam yacht Eleanor under charter for a European cruise and the following year he built the Aphrodite, a still larger cruising steam yacht. He has never been interested in yacht racing. Mr. F. G. Bourne has been a member of the club for some years, owning the steam yacht Reverie and other smaller yachts; he has recently purchased the steam yacht Colonia II, formerly Alberta, of Commodore Postley. Mr. Henry Walters, of Baltimore, has owned for several years the steam yacht Narada, originally Semiramide, and has made several long foreign cruises on her.

On November 14, N. G. Herreshoff was in New York and the contract for the new yacht was signed. As a matter of fact the work of construction may be said to have begun as soon as the challenge was received, as it was settled at once that the Herreshoffs should build a defender. While many details remained to be perfected, it is prob-

able that Mr. Herreshoff has for a year past been prepared to begin a new design at any moment. Of course no news will be given out, but it is probable that the general model will be similar to Columbia and the construction will be identical, nickel steel frames and Tobin bronze plating.

According to the most reliable reports Mr. C. Oliver Iselin has refused to take any part in the work next year, even to racing Columbia, but the yacht will be fitted out and raced as a trial boat for the new defender. No selection of a skipper has yet been made. Capt. Urias Rhodes was in command of Defender last year under Mr. Duncan and his work was such as to add to the reputation he had already made in older boats.

#### THE NEW CHALLENGER

Beyond the fact that work has actually begun but little is known of the new Cup challenger designed by G. L. Watson for Sir Thomas Lipton. Various reports from Glasgow state with equal positiveness that the yacht has been begun at Henderson's yard, Meadenside, and Denny's yard, Dumbarton. The former is probably correct, as the Hendersons have turned out many of Mr. Watson's finest sailing yachts, Thistle, Meteor II, Valkyrie II, Valkyrie III, Syberita, Gleniffer, Rainbow and Distant Shore. The Denny yard is noted for its ships, and has built only a few steam yachts, notably the new Lysistrata. It is just possible that Mr. Watson has two large yachts under way, one at each yard. According to Sir Thomas Lipton, Mr. W. B. Jameson, long recognized in England as the leading Corinthian yachtsman will have charge of the new Shamrock II. The new yacht will be ready by May and she and the old Shamrock will cross the ocean together.

#### NO CANADIAN CUP RACE

A sensation was sprung in Canadian yachting circles when it was announced last month that the Royal Canadian Yacht Club would not challenge for the Canada's cup next season. Toronto yachtsmen have experienced a shock such as they have not felt since the famous trophy was taken from them.

Everything looked bright for a challenge and even the suspicion of foregoing a chance to recover the cup has never crossed the collective mind of yachting Canada. There was no lack of enthusiasm and of money there was a great sufficiency.

The whole matter has fallen flat owing to the stand taken by Aemelius Jarvis, who handled the Beaver in its unsuccessful defense of the Canada's cup in August, 1899. He had come out with a refusal to handle the challenging boat. This move has taken every bit of wind out of the Royal Canadian Yacht Club's sails and it stands like a ship without a rudder.

Deep chagrin is felt among the club members and the refusal of Skipper Jarvis is talked of all over town. They had counted upon his services as confidently as they had upon building a new challenger and now that all their plans are set at naught is just a bit too much for them to look pleasant over.

With Jarvis's action, it seemingly means a good-by to all possibilities of an international race on the Great Lakes in the summer of 1901. Not a city thereon will feel more genuine disappointment than Toronto. Its citizens had been looking forward to the time when the cup might be brought back to again grace the Royal Canadian Yacht Club's house, and now they have nothing to look forward to; at least, the prospects are very dark just now.

Jarvis is the idol of Canadian yachtsmen and seemingly it has been—Jarvis or nobody. This devotion to Jarvis has left them without a peg to stand on, and it still seems to be—Jarvis or nobody. There are a number of able skippers among the Dominion's yachtsmen, but Jarvis has been the only one considered, and seemingly there is no disposition to think of any other.

### YALE or HARVARD

With the season rapidly drawing to a close, Pennsylvania and Princeton are clearly out of the championship race of the Big Four in the east, and before this paper reaches its readers the supremacy of Yale or Harvard will have been emphasized—unless there should be a tie—when these teams meet on November 24. On November 3rd, Harvard put the Quakers to sleep by a score of 17 to 5, and on November 10th at Princeton, Yale turned a like trick against Princeton, by a score of 29 to 5. The honors, therefore, rest between the New England teams. The record of the Big Four to November 23rd as follows:

Teams.	Times Times Scored Failed to				
	Won.	Lost	Ag't.	Score. Avg.	
Yale .....	11	0	2	0	28-1
Harvard .....	10	0	3	0	20-2
Pennsylvania ..	10	1	5	0	25-4
Princeton .....	7	4	5	1	15-5

Poor Princeton has had the hardest of hard times. Scored against in October by Lehigh and by Brown, then defeated in November 12 to 0 by Cornell and 6 to 5 by Columbia, the team had little heart when it faced Yale before a howling mob of Princeton enthusiasts on November 17th. The tale is told in the figures, 29 to 5, which assert Yale's abundant supremacy over the New Jersey team.

The scores of the Big Four follow:

YALE		Score.
Trinity, New Haven, Sept. 29.....	29	0
Amherst, New Haven, Oct. 3.....	27	0
Tufts, New Haven, Oct. 6.....	30	0
Rates, New Haven, Oct. 10.....	50	0
Dartmouth, New Haven, Oct. 13.....	17	0
Bowdoin, New Haven, Oct. 17.....	30	0
Wesleyan, New Haven, Oct. 20.....	38	0
Columbia, New York, Oct. 27.....	12	5
West Point, West Point, Nov. 3.....	18	0
Indians, New Haven, Nov. 10.....	35	0
Princeton, Princeton, Nov. 17.....	29	5
Totals .....	308	10



## HARVARD

Wesleyan, Cambridge, Sept. 29.....	24—0
Williams, Cambridge, Oct. 3.....	12—0
Bowdoin, Cambridge, Oct. 6.....	12—0
Amherst, Cambridge, Oct. 10.....	18—0
Columbia, Cambridge, Oct. 13.....	24—0
Bates, Cambridge, Oct. 17.....	41—0
West Point, West Point, Oct. 20.....	29—0
Indians, Cambridge, Oct. 27.....	17—5
Pennsylvania, Cambridge, Nov. 3.....	17—5
Brown, Cambridge, Nov. 10.....	11—6
Totals .....	205—16

## PENNSYLVANIA

Lehigh, Philadelphia, Sept. 29.....	27—6
Franklin and Marshall, Phila., Oct. 8.....	47—0
Haverford, Philadelphia, Oct. 6.....	38—0
Dickinson, Philadelphia, Oct. 10.....	35—0
Brown, Philadelphia, Oct. 13.....	12—0
State College, Philadelphia, Oct. 17.....	17—5
Columbia, Philadelphia, Oct. 20.....	30—0
Chicago, Philadelphia, Oct. 25.....	41—0
Harvard, Cambridge, Nov. 3.....	5—17
Lafayette, Philadelphia, Nov. 10.....	12—5
Indians, Philadelphia, Nov. 17.....	16—6
Totals .....	280—39

## PRINCETON

Stevens, Princeton, Oct. 3.....	40—0
Lehigh, Princeton, Oct. 6.....	12—5
Penn. State College, Princeton, Oct. 10.....	26—0
Baltimore Med. Col., Balto., Oct. 12.....	11—0
Naval Cadets, Annapolis, Oct. 13.....	5—0
Syracuse, Princeton, Oct. 17.....	43—0
Lafayette, Easton, Oct. 20.....	5—0
Brown, Providence, Oct. 27.....	17—5
Cornell, Princeton, Nov. 3.....	0—12
Columbia, New York, Nov. 6.....	5—6
Yale, Princeton, Nov. 17.....	5—29
Totals .....	169—57

## THE WESTERN BATTLE

Among western college teams, Chicago, Illinois and Michigan are clearly out of the running, and Wisconsin is nearly so, although the Badgers claim right to be considered with Minneapolis and Iowa, which teams have played without defeat and have been scored against but infrequently.

Wisconsin has played eight games and won all but that against Minnesota, losing this contest 6 to 5. In no other game, except the one against Chicago, have the Badgers been scored against, and Chicago secured but 5 to the Badgers 39.

Minnesota has played nine games, winning them all but one by scores varying from 6 to 5 to 65 to 0. The exception was a drawn game, 6 to 6, with Chicago. Minnesota has defeated Wisconsin, Illinois and Northwestern, and has been scored against three times in all, once each by Chicago, Wisconsin and Northwestern.

Iowa has disposed of Chicago, 17 to 0, and Michigan 28 to 5. The Hawkeyes have been scored against but twice, by Michigan and Grinnell, and have not lost a game this year.

It is generally considered that Wisconsin's defeat at the hands of Minnesota barred the Badgers from right to championship honors, and therefore we may accept Minnesota and Iowa as dual champions of the west. It has been proposed that these two teams meet in a post-season game to decide the question of supremacy, but the Iowa faculty vetoes the proposition.

## Golfing and Golfers

Florida as a Mecca for golfers is going to present a far more attractive guise to lovers of the Scotch game this coming winter than ever before. Last year was a record-breaker both in respect to tournaments and number of players, but arrangements for a still more active winter have been made for the season of 1901. The first week of the New Year will practically mark the golf awakening in Florida, for although the links of Jacksonville, St. Augustine and possibly two or three more of the northern resorts will be ready for the sport in December, the long chain of links extending down both coasts clear to the end of Tampa and Key West will not be busy before the new year.

The half dozen clubs and hotels forming the Florida East Coast Association will give their usual big run of tournaments, and several big improvements have been made on the courses. Alexander Findlay will have charge of the system, as last year, and Arthur B. Fenn will again be seen on the Palm Beach course.

The greatest improvements, however, will be noticed by golfers along the west coast. That portion of the state was not without its links and golf clubs last year, but they were not as closely banded together as their friendly rivals on the opposite coast. This year a more progressive system has been adopted, and will work uniformly for the benefit of the game.

With the announcement, made a few days ago, that John Duncan Dunn had been appointed manager and head professional of the west coast systems, it was clear at once that no pains would be spared to place golf on a high order of excellence in that locality. Since coming to America, Mr. Dunn has laid out a number of our best courses and he understands every feature of the game. He will have five large courses in his charge, besides several smaller ones, and he will be on the ground, traveling from one to the other steadily, from Jan. 1 to April 1.

These five golf courses, which form the Florida West Coast Association, are those of Belleair, Tampa, Kissimmee, Winter Park and Ocala. Each will have a special professional and considerable time has been given in securing men of first class ability. The selection was definitely fixed last week, when Mr. Dunn received a telegram from Chicago announcing the employment of one or two men whose names had been under consideration. The five professionals, with the courses of which they will have charge, are: Lawrence Auchterlonie, Belleair; James Foulis, Tampa Bay; Robert Marshall, Kissimmee; George Pearson, Ocala; J. M. Watson, Winter Park.

Most of those names are familiar to golfers. Auchterlonie is the crack Scotch "pro." who came to this country a little over a year ago to take charge of the Glenview Club links, near Chicago. His arrival created a flurry of excitement among some of the Chicago trades unions, and a tempest in a

teapot was raised over the assertion that he was infringing the alien law and should therefore be sent back. But Auchterlonie stayed, and is still here, and in the recent open championship, which Vardon won, Auchterlonie got fourth place.

Foulis held the open championship of America in 1897, and has had charge of the Chicago Golf Club's links at Wheaton ever since the club was organized. Pearson is the "pro." of the Albany Country Club, Watson has charge of the Minneapolis links and Marshall is from Chicago. They will begin duties on their respective courses next month, and early arrivals will find the links in tip-top playing condition.

## ANSON SURRENDERS TO GOLF

"Cap" Anson, the baseball veteran, has surrendered to golf. The capitulation of the veteran of America's national game took place on the links at Wheaton during the race between Harry Vardon and J. H. Taylor. "Cap" says the game of golf is a go. He has stood out against it and ridiculed it ever since it began to get the people. Anson knows Charles S. Cox, Vardon's manager, and accepted an invitation to look in on the game. On the links he balked at the proposition of walking four miles in one trip around the course, but he lined up with the crowd to see Vardon drive off. The ball went higher than any fly "Pop" ever saw in his life. It sailed 220 yards. Anson was first to start the applause with a "Good boy. She's a homer." Then he led the gallery to the first green. He was puffing when he pulled up at the eighteenth hole, but he felt better than if he had stolen second base. "I'd like to take a crack at that golf ball," he said. "You can put me down for a trial the first chance I get. Wouldn't mind toggling up in kilts just to give the Prince of Wales a little run for his money."

## A GOOD CONTEST

Harry Vardon and the former amateur golf champion, Findlay S. Douglas, who, although no longer holder of the title, is regarded as the finest amateur exponent of the game in the country, met November 6th in a 36-hole match over the links of the Fairfield Country Club. The British crack, contrary to expectations, failed to establish a new record, but for two rounds recorded 81 and 80, which, considering the heavy going, was grand golf.

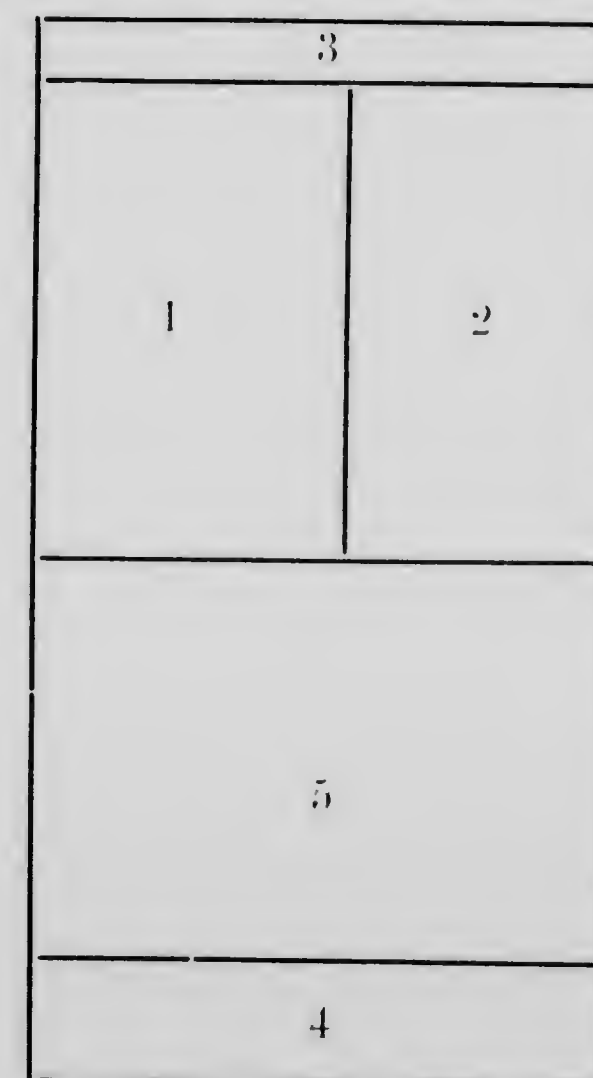
In the morning Vardon finished 8 up, thanks to Douglas, as usual, missing a number of comparatively easy puts. The afternoon match was worth going a journey to witness, as Douglas was in one of his happiest veins, so much so that although Vardon required 80, the amateur was only three strokes worse. In the end Vardon won by 10 up and 8 to play, but on the playing of the bye holes Mr. Douglas was 1 up.

Don't rely too much on the discretion said to be exercised by policemen as regards cycling on the public thoroughfares. It is for the most part imaginary and is of very little use next morning before the magistracy.

## GENERAL SPORTS

## THE GAME OF "SQUASH"

Games for the wintry weather are now generally provided at the various out of town clubs and the large country houses which are opened by their owners from time to time in the winter to accommodate house parties, and which must necessarily have resources at hand in case of unpleasant weather, to provide entertainment and exercise for the guests. In former days a billiard room was deemed sufficient for such emergencies, and perhaps a bowling alley—which latter excellent and always popular form of amusement, by the way, seems no longer in vogue, although the generality of persons prefer it to "squash," its more fashionable rival, which seems to be the coming game for the season. The latter is something like court tennis, inasmuch as it is played within four walls with bat and



"SQUASH" COURT

ball, but it is much less violent, for the balls are ordinary out-door tennis balls, and are therefore easier to send, and, what is an important consideration to young women, less dangerous. There seems to be no regular dimensions to a squash court, as they differ more or less in every place, but the room must be considerably longer than it is wide, and have high, smooth walls without windows, the light coming in from skylights above or at night from electric lights in the ceiling. A squash court is divided off like the accompanying diagram by painted black lines on a wooden or asphalt floor. Nos. 1 and 2 are the "courts," the players standing just beyond the line in the space No. 5. No. 3 is a tin wainscoting placed



perpendicularly against the further wall, above which about four feet high is a white line. Over this "service" must be made. No. 4 is a gallery high up near the ceiling, intended for spectators. The rules of the game are very simple. Two generally play, although "foursomes" are sometimes arranged. Only the "server" counts, and he scores by his opponent's misses. When he misses he loses only his service, which is then taken with the count by his opponent. The balls are played against the walls, which send them back into the courts.

#### SPALDING ON ATHLETICS

When Albert G. Spalding, director of sports at the Paris Exhibition arrived home from Europe, he gave out a statement relative to sports at the exhibition and in Europe generally.

Mr. Spalding believes the international games in Paris will prove a great incentive to athletics in Europe. The victories of the American athletes aroused so much admiration that there is a desire in Europe to develop athletes who can compete with those of this country.

"In regard to the criticisms of the French people for mismanagement of the games," said Mr. Spalding, "I think it only fair to state that it was not due to any desire to injure our men, but to inexperience in such matters. In their desire to treat all countries equal they may have discriminated against America, as it was certainly very galling to athletes of other nations to see the Americans win first, second and third places in nearly all scratch events, and when the handicaps came along they fixed the handicaps so that some other country would win.

"I traveled extensively through Europe, and I believe that the countries that are today backward in track and field sports, rowing, golf and swimming, will in the course of a few years show rapid strides in such sport, and I think nothing will tend to increase the interest more than competitions between this country and those of Europe."

Mr. Spalding also heartily favors the formation of an international athletic union which has been proposed. He believes America, which is the leading athletic country of the world, should go into the new organization.

#### MONUMENT TO W. B. CURTIS

A meeting of the William B. Curtis Monument Committee was held November 15th, in the New York Athletic Club house, with A. G. Mills in the chair. The others present were H. E. Buermeyer, vice chairman; Charles E. Goodhue, treasurer; E. J. Wendell, secretary; M. Bishop, assistant secretary; John B. Van Wormer, Julius F. Harder, John C. Babcock, W. L. Freudenstein, and S. J. Montgomery. The Site Committee reported a plot in Woodlawn Cemetery selected for the final resting place of Mr. Curtis. A Design Committee, consisting of A. G. Mills, chairman; Julius F. Harder, and John C. Babcock, was appointed and directed to prepare the design for a sarcophagus. The sum of \$6,200 was voted to be expended.

This amount does not include the bronze profile portrait of Mr. Curtis to be placed on the monument.

Communications were read from a great number of athletic clubs and associations throughout the United States and Canada.

Mr. Mills as chairman stated that the Curtis monument would bear the inscription, "Erected to His Memory by the Amateur Athletes of America."

#### Bassett's Scrap Book

When in the course of human events it becomes necessary for a man to provide something for his family to eat and to wear he must cast about for some way to bring in that which may be exchanged for food and clothing. Abbot Bassett who is struggling over this screed, is in this position. His income, through force of circumstances, has been materially reduced, but his desire to live remains. In his dilemma he asks himself what he can do. The field of work for one who faces the world at fifty-five is not broad, and moreover any new work must be done evenings when a man should rest from the labors of the day. Now here is what I have hit upon. I have been a scrapper for thirty years. I do not mean by that that I am a disciple of Mr. Corbett, but a compiler of scrap books, and I have some hundred volumes which testify to my work. It is my intention to publish a monthly magazine which shall be principally a purveyor of things not generally known, historical, literary and statistical and some attempts at editorial writing. It will have notes and queries, a department in which I hope to have the assistance of those who read it. I understand fully that a paper of this kind cannot command advertising patronage to any great degree and if I get an advertisement I shall hang out a flag. With no advertisements the reader gets more to read. No long stories and no long essays. Now if I were to come into your office (I am talking to you) I should ask you to subscribe for my Scrap Book. I need the cash, you need what you will get. Can we not make a connection without a personal call? When you have read this through will you not put a dollar in some form into an envelope and ask me to send you the Scrap Book for a year? We have to pay collection on personal checks outside the large cities. My office is in the sitting room of my residence. Bassett's Scrap Book, published at 105 Central avenue, Newtonville, Mass., \$1 per year. This to my friends in the League of American Wheelmen.

ABBOT BASSETT.

All other papers please copy.

Don't forget to wear your L. A. W. button. League protection may not be worth much on the race track just now, but it is all right on the road, especially in the Pennsylvania division.

Don't think that you own the whole street when you ride on your wheel. You don't. You are only entitled to your share of it, but be sure that you get that.

## CHANGING THE LEAGUE'S CONSTITUTION

By CLARENCE W. SMALL,

Chief Consul of the Maine Division, L. A. W.

The reorganization of the L. A. W. will in all probability be the most important work of the next Assembly, and it is perhaps pertinent at this time to review some of the conditions existing today. Speaking for the far-away north-eastern corner of this great country, it is not difficult to find reasons for the necessity of reorganization. It is a fact patent to every member that the rank and file of the wheelmen do not care to join the L. A. W. The true Yankee is ever mindful of the fact that value received is necessary in all transactions. To convince him of the League's worth requires more than the sending of recruiting literature. To hold him a member requires something more than the sentiment of what we have done in the past. In other words, to get and hold our membership we must produce inducements that are of immediate value or available upon demand.

What, then, shall be the "paramount issue" with the League? I am of the opinion that we find the answer in: The upbuilding of local organizations. What can the National body hope to accomplish in the thousand and one localities of the state? As a National organization, I mean? Side paths must be built, local restrictive or unfair ordinances fought down, a general bettering of the highways demanded, arranging hotel and tourists concessions for members, and advertising the fact that it is the L. A. W. which is doing this. The rights and privileges, as well as the concessions to members, are too generally extended to all wheelmen. Let the National body be the great cementing tie, uniting by means of the Division the several local organizations. There is work enough to be done, locally, sectionally and nationally, to support and maintain the League for years to come. But it has got to be done largely in a local way.

Now, let us see what our Reorganization Committee proposes to submit for consideration at the next Assembly. When all have had time to study the proposed changes a little will be time to decide upon their worth and adaptability. The officers are the same as at present, with the addition of eight directors, all elected at large. The expense of this arrangement is a great argument against its acceptance. The traveling expenses of twelve men are called for, and the cost of balloting, if defrayed by the National treasury, would be the expenditure of a large sum which could be put to much better use. If by the individual member, comparatively few ballots would be cast.

Reducing the age limit to 16 years, and abolishing junior membership is commendable, but the question of dues is not

touched. At present the initiation fee is one dollar. It is customary to charge an initiation fee to an organization that has something in the nature of assets which have been acquired by prior members. But in this case I am constrained to ask the same old question: What does the new member get for his dollar? And there are lots of new members to be had for a dollar who stop at double the price. It's members we want. The national organization would be none the worse off, in fact much better, with the larger membership and the dollar rate.

The proposition to have the Assembly consist of one delegate for each 500 members in a Division, and the delegate to be elected by popular vote in the Division is a poor one. The smaller Divisions are ignored enough as at present constituted, and any attempt to still further cut their representation would result in disaster. And it is right that it should. Do you know how many Divisions have over 500 members today? Just nine of them. It would result in centralizing the power more than at present, and today we are controlled by three Divisions. Better by far to go the other way, and curtail the voting representations of the big Divisions, and make the Assembly a representative gathering in which all Divisions have equal voice. Make it a meeting of men, workers and enthusiasts, and not a ratification of the big-three caucuses.

Another thing worthy of consideration is the changing of the date of holding the Assembly. At present it is held in February, the most inclement month of the year. Attendance at that time is confined to delegates, many of whom are unwillingly present. Others, perhaps, would not attend because of the great discomfort of winter travel. The National Meet is the time and place to hold the Assembly. The conditions of travel are much more suitable, hundreds of members are on vacation, and would be interested spectators, it adds an additional inducement to both Assembly and Meet, reduces the expenses of both the individual and the organization, and it makes both meetings of a far more representative character.

Let us bear in mind that the League has not outlived its usefulness, that it deserves and should compel the support of every bicycle rider in the United States, that it is as worthy of your support and help today as it was the day you became a member. It has done much for you, more perhaps than you are aware.

What have you done to help a good friend?

What will you do?



# L. A. W. MAGAZINE

AND GOOD ROADS  
OFFICIAL ORGAN OF THE  
League of American Wheelmen

PUBLISHED MONTHLY BY

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DECEMBER, 1900.

## Merry Christmas

Several letters criticising the publication last month in the L. A. W. MAGAZINE of a Republican political announcement have been received by the publishers from members of the League, and we believe that a statement of the facts in the case would be timely and interesting not alone to those who objected but as well to those who have not expressed their opinions on the subject.

The matter contained on page 17 of the November issue of the L. A. W. MAGAZINE was a paid advertisement, inserted at the regular card rates, and with no intention of drawing the League as a whole or its members as individuals into a political controversy. The League is not a political organization, and it is not the idea of the publishers to make it so. On the contrary, the efforts of the publishers are confined to the task of producing for the League the best monthly organ possible under our contract with the League and under other controlling circumstances. It must be apparent to the thinking member that no publication worthy the name could be produced if, for the sustenance thereof, the publishers were to depend entirely upon the subscription price of twenty-five cents per year, which, in truth, hardly pays for the white paper consumed.

It is essential, therefore, to the life of the MAGAZINE that advertisements be published. Over the character of the advertisements inserted the League's executive committee exercises a censorship, but this censorship does not reach any advertisement that is legitimate on its face. Nor are the publishers permitted by law to decline the

insertion of any legitimate advertisement, for if we were to refuse such an announcement and the person offering the same for publication were to enter complaint against us with the Post Office Department, the Government would have ample reason to deny second-class mailing privileges to the L. A. W. MAGAZINE; and if that privilege were to be denied us, it would mean that our contract could no longer be carried out, inasmuch as the expense of mailing at one cent per copy would make our undertaking impossible of accomplishment.

In the matter of deciding as to what are legitimate advertisements and what are not, the only privilege to which we are entitled is to question the ability of the advertiser to make payment and to form an opinion as to whether the tendered announcement is contrary to established rules of decency and morality. We may demand payment in advance and, failing to secure it, we are not compelled to publish the advertisement; or we may decide that the announcement has an immoral tendency and on that ground refuse to insert it, but in the latter case the prospective advertiser has the privilege of proving the contrary at law, in which case we must stand liable for the damages caused the prospective advertiser by refusing his business.

It is not for us to refuse an advertisement because the advertiser makes preposterous statements for that is his undeniable privilege. The remedy in such a case for those who know the statements to be preposterous, especially if the objectors be in the same line of business, is for them to advertise their wares in a manner to prove the first advertiser to be at fault. So in the present case, the Democratic party has the same privilege that was taken advantage of by the Republican party, although it is true that a Democratic advertisement published an issue later than the Republican advertisement would be ineffective on account of the fact that the election had already been held. This, however, is no fault of the publishers, inasmuch as the Republican party and not ourselves chose the issue in which its advertisement should appear.

Some of those members who have written us on this subject are severe in their criticism of the League because of the appearance in the official organ of a political advertisement, and to such let us say that the League is entirely free from blame. The League had no more jurisdiction in the matter and was no more at fault than was each of those gentlemen who wrote objecting letters. The League had no knowledge of the advertisement until it appeared in print, and even had knowledge existed previous to the publication of the announcement, the League would have been powerless to prevent its publication just as the publishers were powerless to decline it. The question is not one of political preferences or of personal opinions, but of the rights of the parties concerned, and on this point it is well established that a newspaper, being a quasi-public enterprise, is not permitted to dictate as to who shall use its advertising space and who shall not, so long as the object of the prospective advertiser is legitimate.

# L. A. W. Official Department

## Now That the Twentieth Century is at Hand

Let us say "good bye" to it in a manner commensurate with what it has been to us.

Last year there was some doubt about where we were. Now we know that we are going across the threshold.

It is now time for us to sit down and discover who has been elected. Ohio gave us about the only contest. New hands will be on the tiller of Rhode Island, Connecticut, New Jersey, Ohio and there are other states to hear from.

We shall take tally of our membership December 1st to see how many members there will be in the assembly. It will be a small body next year, but it will have more problems to solve than have been encountered by any previous meeting.

If we could push politics aside we might look for fruitful results; but with political knives out and tomahawks flying about, there will be no room for calm judgment.

There are those who do not believe that the League should be a beneficial organization. They would have us work for the good of all the people and confer benefits upon those who do not belong as well as upon our members. Such a policy would be a most unwise one. Man is selfish. We must take him as we find him. Tell the members that they will get nothing for their dollar and we should have few renewals. By co-ordinate endeavor we should secure results but those who co-ordinate should secure the results. "To the victors belong the spoils" has been the excuse for many abuses of the public service, but ours is hardly a parallel case.

We would, by no means, abandon our highway work nor our legislative work; neither would we give up the publication of road books nor the periodical department, nor the insurance department. Let us draw members by benefits conferred and then use the force of numbers to secure results in the larger way.

## The League of American Wheelman

Is an organization to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways by promoting in the public mind a sense of the utility, general economy, and desirability of high-class roads, and persuading legislators to make laws and provide money to create better highways. We have influenced, already, very much legislation, but our work is no more than begun. We need the influence and the contribution of every wheelman to further this work.

We protect our rights and promote our interests by influencing legislation favorable to wheelmen, and by opposing the same if prejudicial to our well.

In brief, we seek by co-operative endeavor to secure results not otherwise obtainable.

We invite every man of good character who rides a wheel to join us in prosecuting the good work we have undertaken.

Every full-paid member is entitled to the Official Organ, which is published monthly.

By co-operative endeavor, we publish road books, maps, hand books, etc. The work of collecting and compiling is done by our zealous members, and thus we do the work at small expense and give our members the benefit.

Our Hotel system gives to members a discount at hotels when traveling.

Our Consul system provides a man in every town and city whose duty it is to assist touring members. Our spirit of fraternity unites wheelmen in a common brotherhood.

Our system of Repair Shops secures repairs to League members at reduced rates.

Our agitation and work in the legislatures

of different states has given to wheelmen the free carriage of wheels as baggage on the railroads. Our work in this direction is incomplete. We have done much, but much remains.

Membership in the L. A. W. entitles one to receive a ticket of membership in the Cyclists' Touring Club of Great Britain. The C. T. C. has a very complete system of hotels, consuls, repair shops, etc., in Great Britain and on the Continent, and the use of these, at reduced rates, is at the command of ticket holders. Holders of the C. T. C. ticket can obtain free entry of their cycles into France, Germany, and other continental countries, but if they intend visiting Belgium, Switzerland, Italy or Austria, it is recommended that they become members of the C. T. C. The latter countries require that the ticket must contain photograph of the holder and the official stamp of the C. T. C., which must be applied at the London office. Great Britain has no customs duties on wheels.

We have an arrangement with the Canadian Government, whereby members of the L. A. W. may take wheels into Canada, for a period not to exceed three months, without a deposit of money for the duty. The L. A. W. personally guarantees the return of the wheels to America and thus stands behind the member. Non-members must deposit \$25.00. We supply, gratis to members, a ticket of membership in the Canadian Wheelmen's Association, which will secure hotel and consul privileges in Canada.

Our Touring Department collects and distributes information regarding routes and tours, and its services are at the command of our members at all times.

If the L. A. W. should do nothing for wheelmen for many years, there is not a wheelman in the United States but owes it his support for what it has done in the past.

It costs Two Dollars for the first year. One Dollar for each year thereafter. These amounts include a yearly subscription to the Official Organ. If the paper is not desired, send 25 cents less in each case.

## Officers for 1900 and 1901

President, CONWAY W. SAMS,  
Bank of Baltimore Building, Baltimore, Md.  
First Vice-President, ROBT. T. KINGSBURY,  
Keene, N. H.  
Second Vice-President, A. B. CHOATE,  
Temple Court, Minneapolis, Minn.  
Treasurer, J. C. TATTERSALL,  
Box 329, Trenton, N. J.  
Secretary, ABBOT BASSETT,  
Russia Building, 539 Atlantic ave., corner Congress st., Boston, Mass.

## National Committees

### MEMBERSHIP—

W. A. Howell, chairman, Box 1073, Rockville, Conn.  
Frederick C. Stillson, Battle Creek, Mich.  
Chas. W. Mears, Seneca and St. Clair sts., Cleveland, O.

### RIGHTS AND PRIVILEGES—

Herbert W. Knight, Prudential Bldg., Newark, N. J.  
George E. Miner, Potter Bldg., New York City.

### RULES AND REGULATIONS—

W. M. Gleen, Tribune, Kan.  
Albert Mott, chairman, W. Arlington, Md.  
Herbert W. Hayes, 70 Kilby st., Boston, Mass.  
Thomas Hare, 205 No. 13th st., Philadelphia, Pa.

### IMPROVEMENT OF HIGHWAYS—

H. B. Fullerton, chairman, Hollis, Long Island.



## TOURING—

Geo. M. Schell, 639 Bourse Bldg., Philadelphia, Pa.

## PRESS—

Geo. L. McCarthy, 242 East 124th st., New York City.

## Division Officers

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

Colorado—Chief Consul Thomas H. Gist, 808 16th st., Denver. Secretary-Treasurer, Frank Robertson, 3058 Humboldt st., Denver.

Connecticut—Chief Consul, O. H. Hammond, Torrington. Secretary-Treasurer, W. A. Wells, Norwich.

Delaware—Chief Consul, Walter D. Bush, Jr., 404 So. Clayton st., Wilmington.

District of Columbia—Chief Consul, Andrew J. Whitaker, 1928 15th st., Washington. Secretary-Treasurer, C. E. Wood, 1408 Hopkins st., N. W., Washington.

Florida—Chief Consul, Geo. L. Bahl, Gardner Bldg., Jacksonville. Secretary-Treasurer, F. B. Matthews, Gardner Bldg., Jacksonville.

Georgia—Chief Consul, W. E. Grady, 113 Bay st., East, Savannah. Secretary-Treasurer, Wm. Denhardt, Box 216 Savannah.

Illinois—Send all renewals and applications to Abbot Bassett at headquarters in Boston. Chicago agent, Walter Faraday, Marquette Building, Chicago.

Indiana—Chief Consul, Walter B. Hasson, Jeffersonville. Secretary-Treasurer, James A. Allison, 121 West Georgia st., Indianapolis.

Iowa—Chief Consul, F. A. Amborn, Fort Madison. Secretary-Treasurer, Ed. F. Carter, Keokuk.

Kansas—Chief Consul, J. B. Doncyson, Topeka. Secretary-Treasurer, A. E. Hickerson, Topeka.

Kentucky—Chief Consul, R. F. Pelouze, Box 600, Louisville. Secretary-Treasurer, Owen Lawson, 2510 W. Jefferson st., Louisville.

Maine—Chief Consul, C. W. Small, 74 Winslow st., Portland. Secretary-Treasurer, H. T. Passmore, Bath.

Maryland—Chief Consul, J. J. McElroy, 106 West Fayette st., Baltimore. Secretary-Treasurer, R. H. Carr, Jr., 607 and 621 Law Bldg., Baltimore.

Massachusetts—Chief Consul, Geo. A. Perkins, 15 Court Square, Boston, Mass. Secretary-Treasurer, Aaron Wolfson, 23 Court st., Boston.

Michigan—Chief Consul, H. S. Earle, 705 4th ave., Detroit. Secretary-Treasurer, Henry E. Perry, 243 Sheridan ave., Detroit.

Minnesota—Chief Consul, F. L. Hoxie, 416 Robert st., St. Paul. Secretary-Treasurer, C. W. Purple, District Court House, Minneapolis, Minn.

Missouri—Chief Consul, John R. Williams, 1933 No. 2nd st., St. Louis. Secretary-Treasurer, John C. Schneider, 1933 No. 2nd st., St. Louis.

Montana—Chief Consul, Lewis Penwell, Helena.

Nebraska—Chief Consul, E. L. Platz, 3330 Manderson st., Omaha.

New Hampshire—Chief Consul, Robt. T. Kingsbury, Keene. Secretary-Treasurer, E. B. Stearns, Box 63, Manchester.

New Jersey—Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

New York—Chief Consul, Millo M. Belding, Jr., N. Y. Athletic Club, New York. Secretary-Treasurer, J. F. Clark, Office of the Division, Vanderbilt Bldg., New York, N. Y.

North California—Chief Consul, Francis T. Dwyer, Sacramento. Secretary-Treasurer, E. J. Murphy, 539 20th st., Oakland.

North Carolina—Chief Consul, E. L. Remsburg, Fayetteville.

Ohio—Chief Consul, Chas. W. Mears, 180 St. Clair st., Cleveland, O. Secretary-Treasurer, W. H. Chubb, 91 Bell ave., Cleveland, O.

Pennsylvania—Chief Consul, Samuel A. Boyle, 654 City Hall, Philadelphia. Secretary-Treasurer, P. S. Collins, Division Office, 639 The Bourse, Philadelphia.

Rhode Island—Chief Consul, Percy A. Harden, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster st., Providence.

South California—Chief Consul, Dr. A. H. Palmer, Pasadena. Secretary-Treasurer, J. D. Wilder, Tustin.

South Carolina—Chief Consul, J. Alwyn Ball, Atlantic Wharf, Charleston. Secretary-Treasurer, T. S. Silcox, 59 Broad st., Charleston.

Tennessee—Chief Consul, Peter P. Gluck, 350 Front st., Memphis. Secretary-Treasurer, Henry Hotter, Cotton Exchange, Memphis.

Texas—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, R. G. Hall, Sherman.

Vermont—Chief Consul, W. H. Sabin, Rutland. Secretary-Treasurer, R. B. Denny, Montpelier.

Virginia—Chief Consul, W. C. Mercer, 510 East Main st., Richmond. Secretary-Treasurer, J. Roy Collins, Box 166, Norfolk.

Washington—Chief Consul, E. Irving Halsted, 102 South 10th st., Tacoma. Secretary-Treasurer, A. F. Tourville, 39 23rd ave., Seattle.

West Virginia—Chief Consul, Charles H. Gieger, 1010 Main st., Wheeling. Secretary-Treasurer, W. H. Boughner, 1008 Main st., Wheeling.

Wisconsin—Chief Consul, Percy B. Champagne, Merrill, Wis. Secretary-Treasurer, F. G. Cramer, 267 Grand ave., Milwaukee, Wis.

## Foreign Consuls

ENGLAND—Joseph Pennell, 14 Buckingham st., Strand, W. C., London; T. Lee Lloyd, 6 Dingle Lane, Liverpool; W. P. Purvis, 2 Avenue Place, Southampton; Rev. Thos. H. Orpeb Blimbroke, Cambridge; Herbert M. Ranklor, Blundell's School, Tiverton.

FRANCE—Paul Ocker, 5 Rue Gustave Dore, Paris; J. M. Erwin, 17 Rue Brunel, Paris; H. C. Wallis, secretary Dieppe Du Golf, Dieppe.

GERMANY—Friedrich Schleicher, Duren Rheinland, Donnerstrasse 16, Berlin; Felix Rohl, Lindenstrasse 56 S. W., Berlin; A. Elditz, care Schenker & Co., Munich.

ITALY—Ercolo Abrate, All Aurora, Turin.

AUSTRIA—Otto Mayer, 11½ Lindergrasse, Vienna.

IRELAND—J. White, Derrybawn, Bushney Park Road, Rothgar Co., Dublin.

SCOTLAND—J. Lennox, Dumfries.

JAPAN—Raisa Earl, 14 Shimmon st., Nihonbashi, Tokio.

CUBA—Alfred F. Terry, Sta Ysabel 25, Cienfuegos.

## Colorado Division

There having been but one nomination for each office of the Colorado division, L. A. W., the following have been declared elected to their respective offices:

Chief Consul—Thos. H. Gist, 808 16th street, Denver, Colo.

Vice Consul—P. C. Wright, Colorado Springs, Colo.

Secretary-Treasurer—Frank Robertson, 3058 Humboldt street, Denver, Colo.

H. E. INSLEY, Chairman Returning Board.

Denver, Oct. 29, 1900.

## Delaware Division

Walter D. Bush, Jr., 404 So. Clayton street, Wilmington, is declared elected chief consul of Delaware, failing other nominations.

## District of Columbia

The following nominations were made at the regular meeting of this division, held November 15:

For Chief Consul—William T. Robertson, 429 10th street, northwest.

For Vice Consul—John D. Torrey, 1013 North Carolina avenue, S. E.

For Secretary-Treasurer—Charles E. Wood, 1408 Hopkins street, northwest.

For Member of Finance Committee—Clarence Corson, Columbia National Bank.

For Members of Executive Committee as per articles of incorporation—Jacobus S. Jones, General Land Office; John V. Wurdeman, Congressional Library; Arthur E. Adams, Ordnance Office, War Department; Robert C. Rogers, 937 Pennsylvania avenue, northwest.

Returning Board—Alphonse Girouard, chairman, 115 10th street, northeast; Isaac B. Field, Fielder I. Hunter, Andrew J. Whitaker, Ernest F. Giotfelty, J. N. Sparks.

man, 115 10th street, northeast; Isaac B. Field, Fielder I. Hunter, Andrew J. Whitaker, Ernest F. Giotfelty, J. N. Sparks.

The annual meeting and election will be held on Thursday, December 13th at the Ebbitt House, this city.

CHAS. E. WOOD,  
Secretary-Treasurer.

## Iowa Division

The returning board reports the following names as officers for the Iowa division, as the result of the recent election:

For Chief Consul—F. A. Amborn, of Fort Madison.

For Vice Consul—M. C. Parsons, of Iowa City. For Secretary-Treasurer—Ed. F. Carter, of Keokuk.

For Representative at Large—C. H. Prior, of Guthrie Center.

F. A. AMBORN,  
Secretary-Treasurer.

## Massachusetts Division

A reception and dinner is to be held in Boston during January, of which all L. A. W. members will be given notice in the January number of the L. A. W. Magazine. This is to be for ladies and gentlemen and members will be permitted to invite friends.

The annual meeting of the board of officers on December 12 will be at the Revere House, Bowdoin Square, Boston. Dinner will be served at six o'clock. This will be an important meeting. Delegates are to be chosen for the national assembly which meets in February. Committees are to be announced and action taken on the several matters of legislation that will come up this winter.

A meeting of the local consuls of Suffolk county will be held at Revere House, Boston, December 8, at 6 o'clock. Dinner to be served at one dollar per plate. At this meeting the Suffolk county consulate will be reorganized, and action taken on local affairs. It is the intention of the chief consul to re-appoint only those showing an active interest. The terms of all consuls expire November 30.

GEO. A. PERKINS,  
Chief Consul.

## Massachusetts Division

Massachusetts division has done well this year and it is gratifying to the officers that under the circumstances we have at this season of the year 5,300 members. The L. A. W. is not going to pieces and is today strong and healthy. Next season with a weekly paper and the notice of expiration of membership sent directly from the national secretary we can not only retain our present membership but materially increase. The statement that the L. A. W. has accomplished all it was intended is not true. Its good work for road improvement must be continued, and so long as questions involving the rights and privileges of wheelmen are to be looked after, there will be a use and necessity for the L. A. W. When we consider what Massachusetts division accomplished last winter in the legislature and in the several cities and towns in bringing about better roads, the securing the passage of baggage law, the wide tire law, defeating the dollar tax bill, and what has been done in the past such as the guide-board law, the Massachusetts highway commission, and the law of 1896 regulating the use of bicycles throughout the state, we find a record probably never equalled by any other organization. Although all this has been brought about by the L. A. W., yet our work is not ended. This coming winter we shall bring up the sidepath bill. We shall probably be compelled to again defeat the bill to tax all bicycles one dollar. Some of the railroads are not complying with the spirit of the baggage law, causing annoyance and inconvenience, and we shall probably be obliged to seek further legislation. Wheelmen should consider that were it not for some such organization looking after their interests, many restrictive laws would be passed. By becoming members they assist the officers, who receive no compensation. Wheelmen should be willing to contribute the annual dues of one dollar, the entire cost of membership, rather than be compelled to pay the same as a tax. Not only are they then helping, but

they receive substantial benefits. An excellent road-book is furnished free, also a magazine, and on presentation of membership card a discount at L. A. W. hotels and repair shops is given. A membership entitles you to privileges if traveling in Canada or Europe. There are also many entertainments during the year for members. But wheelmen should not look wholly for what they are to receive directly of personal benefit, but to the general welfare and protection of wheelmen. When a man pays his poll tax he does not secure any direct benefit but in common with others contributes towards police protection, sidewalks, streets, etc. It is the intention of the officers to secure by another season if possible, a smooth road across Boston from the parks to the ferries and depots. Already a portion of Tremont street is rebuilt, brought about by wheelmen. This will be a benefit to thousands who wish to ride from one station to another.

GEO. A. PERKINS,  
Chief Consul.

## Michigan Division

The committee on nominations and election of the Michigan division, L. A. W., wishes to report to the members of the L. A. W. that the following nominees have been elected to serve for the ensuing year as the officers of the Michigan division:

Chief Consul—H. S. Earle, Detroit.

Vice Consul—Frederick C. Stillson, Battle Creek.

Secretary-Treasurer—Henry E. Perry, Detroit.

Representatives at large—Will Z. Searle, Petoskey; Melvin A. Root, Bay City; Chas. L. Peavey, Port Huron; Geo. D. Burt, Lansing; Willis Weeks, Saginaw.

These gentlemen are elected in accordance with a provision in our by-laws which says that where there are no independent nominations the committee shall cast the ballot for the regular nominees.

We trust the new board of officers will receive hearty and substantial support as the coming session of the legislature will witness a hard-fought contest to pass some needed good roads and cycle path legislation.

Fraternally, EDWARD N. HINES,  
Chairman.

Detroit, Nov. 8, 1900.

## New Jersey Division

As secretary of the division, I am in receipt of the resignation of Mr. M. B. Rudderow, who has acted as chief consul of the division during the past year, the same to take effect at its date, which is November 12. Under our constitution and by-laws this would elevate the vice consul, were it not for the fact that no election has been held in this division in accordance with the constitution and by-laws this year, and the officials of the division deem it advisable to wait until February, after the conclusion of the next national assembly.

Members who desire to address the chief consul on any subject, will for the present, be asked to refer the matter to the secretary-treasurer, who will be advised in all matters by the division executive committee.

Yours fraternally, JAMES C. TATTERSALL,  
Secretary-Treasurer.

Trenton, N. J., Nov. 16, 1900.

## New York Division

According to the provisions of Section 2, Article 2, of the by-laws of the New York state division, League of American Wheelmen, and as secretary-treasurer of the division, in the presence of C. J. Obermayer, chairman, and J. B. Uhle, member of the rules and regulations committee, I have opened and canvassed the ballots cast in the late election for officers and representatives of this division, and declare the result of the election as follows:

For Chief Consul—M. M. Belding, Jr., 984 votes; \*John F. Clark, 1.

For Vice Consul—Geo. C. Pennell, 958 votes.

For Secretary-Treasurer—J. F. Clark, 956 votes; Dr. L. C. LeRoy, 1.

## FOR REPRESENTATIVES.

First District—H. E. Ackerly, New York, 396 votes; Jarvis C. Howard, New York, 397; Dr. L. C. LeRoy, New York, 398; Dr. F. A. Myrick,



New York, 338; J. H. Pratt, Richmond, 338; I. Gemre, Richmond, 334; C. E. Thompson, New York, 336; R. F. Junker, Bronx, 331; J. L. Brower, New York, 332; Dr. Wheeler K. Doty, Bronx, 337; \*Will R. Pitman, New York, 3; \*J. T. Wall, New York, 3; scattering 12.

Second District—G. T. Stebbins, Brooklyn, 271 votes; N. S. Cobleigh, Brooklyn, 266; H. M. Valentine, Brooklyn, 271; I. B. Potter, Brooklyn, 268; Wm. J. Myers, Brooklyn, 262; \*C. J. Obermayer, Brooklyn, 4; \*H. B. Fullerton, Brooklyn, 3; \*Alex. Schwalbach, Brooklyn, 3; scattering 8.

Third District—\*Irwin J. Long, Brooklyn, 1 vote; \*Judge W. A. Reeve, Brooklyn, 1; \*E. D. Skinner, Jr., Brooklyn, 1; \*H. H. Preston, Brooklyn, 1.

Fourth District—Joseph H. Acker, Pocantico Hills, 36 votes.

Fifth District—H. W. Bullard, Poughkeepsie, N. Y., 18 votes; \*Norman Wright, Poughkeepsie, N. Y., 1.

Sixth District—C. P. Heermance, Hudson, N. Y., 4 votes.

Seventh District—Charles Clum, Saugerties, N. Y., 5 votes.

Eighth District—W. M. Thomas, Albany, N. Y., 28 votes; \*J. D. Chism, Jr., Albany, N. Y., 1.

Ninth District—DeLaney Watkins, Schenectady, N. Y., 26 votes.

Tenth District—H. O. Folger, Waterford, N. Y., 13 votes.

Eleventh District—R. P. Stoddard, Oneonta, N. Y., 19 votes; \*B. G. Johnson, Oneonta, New York, 1.

Twelfth District—Eugene Pugh, Utica, N. Y., 1 vote.

Thirteenth District—Theodore Coles, Oneida, N. Y., 11 votes.

Fourteenth District—F. T. Cahill, Oswego, N. Y., 21 votes.

Fifteenth District—Hon. C. H. Kulpp, Elmira, N. Y., 35 votes; \*Prof. J. M. Hart, Elmira, N. Y., 1.

Sixteenth District—Edward E. Leonard, Auburn, N. Y., 22 votes.

Seventeenth District—\*F. J. Amsden, Rochester, N. Y., 6 votes; \*W. W. Armstrong, Rochester, N. Y., 6.

Eighteenth District—\*C. T. Raymond, Lockport, N. Y., 2 votes; \*F. Guillemont, Niagara Falls, N. Y., 2.

Nineteenth District—C. Lee Abell, Buffalo, N. Y., votes.

Twentieth District—\*G. E. Blackham, Dunkirk, N. Y., 1 vote; \*C. E. Farnum, Dunkirk, N. Y., 1.

\*Not elected.

Whole number of votes cast, 1022; of which the committee threw out 38 as defective ballots.

JOHN F. CLARK.

Secretary-Treasurer New York State Division.

L. A. W.

New York, Nov. 9, 1900.

### New York Division

To the Consuls of the New York State Division, L. A. W.:

The fiscal year of 1900 is now drawing to a close for the New York state division and ere I write to you again, we shall have entered upon another year of division work. In sending you this communication I desire merely to express a word of thanks to you for your loyal efforts in behalf of the division during the past year.

It is true the New York State division has lost many members during the last year, but when we compare our membership with that of the entire League, it is gratifying to note that we have retained a greater proportion of our members than any other division. Upon this fact we are to be congratulated and also upon the fact that we have regained our old position as the "banner division" of the League in point of membership. However, unless we work steadily and faithfully, our hard-earned laurels may be wrested from us at any moment by one of our sister divisions, and although we should applaud any such laudable efforts in this connection on the part of other divisions, at the same time it would not redound to the credit of our division to quietly submit to any such proceeding. We must therefore labor diligently to recruit new members and bring back the old ones in order to maintain and enlarge our membership. This will be made one of the foremost features of our work for the coming year, and I shall require the active co-opera-

tion of every consul and in fact of every loyal member of the division, to aid me in enlarging our division membership.

It has been wisely said that in numbers there is strength and before we can hope to accomplish much which remains to be done, we must first secure a representative and powerful membership which will at once demand the attention of national and state legislative bodies; with such a membership to back them up, the officers of the division could confidently and with universal success, exert their influence in those affairs of the state which rightfully come within the jurisdiction of the division and which are necessarily of such vital import to the wheelmen of our state.

I am confident that there are thousands of wheelmen in New York State who have never been approached with reference to the League; undoubtedly many of them are heartily in accord with the objects of our organization and a direct personal appeal to them would speedily result in their becoming affiliated with our division. The mere fact that there is such an organization as the League of American Wheelmen is known to them, but beyond this they have never considered the matter. These are the people we must locate and that immediately.

But upon this subject I shall enter more into details when next I communicate with you. I am endeavoring to enlarge our consul list so that the division may be ably represented in each town and village in the state during the coming year. This compilation I now have under way, and consul appointment will be made as soon after the first day of December as our limited office force can despatch the tickets. I feel that an enlarged corps of conscientious workers will simplify and lighten our individual tasks, yet at the same time strengthen our combined and united efforts in the direction of good roads, cycle paths and wheelmen's rights, which we must ever keep prominently before us.

To all of those who have so ably co-operated and assisted me in the work of the division during the past twelve months, I am deeply grateful. Your efforts in behalf of the division are fully appreciated not only by myself but by the executive committee of our division, and with as faithful and zealous workers during the coming year, I have no hesitancy in saying we shall close the year 1901 with an increasing membership and the consciousness of having successfully carried through the work which we undertook to accomplish during the year.

In closing I beg to ask the continued and enthusiastic support of every loyal consul and member of the New York State division for the coming year. Your generous consideration in the past assures me I shall not ask in vain.

Sincerely and fraternally yours,  
M. M. BELDING, JR.,  
Chief Consul.

New York, November 17, 1900.

### Ohio Division

We, the undersigned, canvassers of the annual vote of the Ohio division, L. A. W., in the election of officers for 1900-1901, held between October 30th and November 10th, hereby report the result of said election to be as follows:

For Chief Consul—Charles W. Mears, of Cleveland, 412 votes; \*Charles F. Williams, of Cincinnati, 236 votes.

For Vice Consul—John Barnett, of Cleveland, 382 votes; no opponent.

For Secretary-Treasurer—Walter H. Chubb, of Cleveland, 425 votes; \*Edward J. Tully, of Cincinnati, 227 votes.

For Representatives at Large (first five elected)—Henry R. Baldwin, of Youngstown, 398 votes; William F. Ray, of Cincinnati, 393 votes; Etta M. Espy, of Dayton, 390 votes; Meade G. Thraves, of Fremont, 385 votes; Bert Wible, of Canal Dover, 382 votes; \*Charles O. Phelps, of Toledo, 285 votes; \*M. A. Bartlett, of Canton, 267 votes; \*D. Birney Neil, of Columbus, 264 votes; \*Charles F. Henry, of Marietta, 248 votes; \*J. B. Griffith, of Steubenville, 243 votes.

\*Not elected.

Respectfully submitted

W. H. CHUBB,  
JOHN BARNETT,  
W. A. CRAWFORD.

Cleveland, O., Nov. 13, 1900.

### Pennsylvania Division

The following report of the annual election of officers of the Pennsylvania division has been received from the chairman of the rules and regulations committee:

P. S. COLLINS,

Secretary-Treasurer.

The committee on rules and regulations, having duly canvassed the vote cast in the election of officers for the ensuing year, begs leave to report the unanimous election of the following members, to serve for the year beginning December 1, 1900:

Chief Consul—S. A. Boyle, Philadelphia.  
Vice Consul—F. C. Orr, Pittsburg.

Secretary-Treasurer—P. S. Collins, Philadelphia.

#### REPRESENTATIVES.

First District—W. W. Randall, Philadelphia; Joseph Estoclet, Philadelphia; Carl Hering, Philadelphia; Wm. R. Tucker, Philadelphia; Wm. Friedgen, Philadelphia; Thomas Hare, Philadelphia; H. B. Worrell, Philadelphia; Geo. D. Gideon, Philadelphia; Thomas D. Haines, Philadelphia.

Second District—J. E. Lonergan, Bala.

Third District—F. C. Roeder, Allentown.

Fourth District—John J. Van Nort, Scranton.

Fifth District—H. S. Oves, Harrisburg.

Sixth District—A. D. Knapp, Williamsport.

Seventh District—Dr. Wm. S. Cook, Beaver Falls.

Eighth District—C. B. Reitzer, Pittsburg; A. E. Daizell, Wilkesburg; A. J. Schroth, Pittsburg; J. A. Harris, Pittsburg.

Ninth District—C. A. Mortens, Erie.

Respectfully submitted,  
F. C. ORR, Chairman.

Nov. 8, 1900.

### Rhode Island Division

In Pawtucket the horsemen and wheelmen are much interested in the coming lecture and entertainment to be held in Music Hall (the largest in the city) on "Good Roads." The consulate is exerting all its efforts in making the necessary arrangements. The lecture will be delivered by a professor of Brown University. He will talk on the construction of roads, methods of keeping them in condition, etc. A number of stereopticon illustrations will be shown. Some of them will be pictures of local streets that are in poor condition. By this way it is believed that the city fathers' attention will be called to the wretched condition of some of the main thoroughfares in a most forcible manner and that they will attend more promptly to repairing the streets. Owners of horses have become interested in the movement on good roads and are assisting the L. A. W. in making the arrangements for the coming lecture. The expense of the affair will be borne by the local consulate. A handsome souvenir program will be presented to those who attend. It will contain a list of the local members and portraits of the officers, besides other interesting information on the L. A. W.

The quarterly meeting of the Pawtucket consulate was held last week and new committees on the Good Roads lecture to be held in January were appointed. A supper was served at the close of the business session.

Through the action of an officer of the Pawtucket Consulate work on one of the main street electric car lines was delayed a week or so ago. New rails were being laid and they were not of the grooved rail pattern. The railroad company claimed that the work was but a temporary matter. After satisfactory explanations had been made the work was allowed to continue.

In this vicinity there are a number of automobiles and the owners are as much interested in the good roads question as horse owners and wheelmen. L. A. W. members are seeing these men and endeavoring to secure their names for the L. A. W. list.

### Rhode Island Division

The newly elected officers of this division are as follows:

Chief Consul—Percy A. Harden, Providence.  
Vice Consul—Frank T. Sibley, Pawtucket.

Representatives—Vernum J. Briggs, East

Greenwich; Geo. R. Lawton, Tiverton; Robt. A. Kendall, Pawtucket; James G. Peck, East Providence; Chas. H. Sparks, Warren.

NELSON H. GIBBS,  
Secretary-Treasurer.

### Cycling in Europe

By F. A. Elwell. Stock must be reduced. Sent to any member of the L. A. W. for five cents to pay postage or will be given without price at any one of our offices in Boston, New York, Philadelphia or Providence. This is an illustrated hand-book of information for the use of touring cyclists, containing also hints for preparation, suggestions concerning baggage, expenses, routes, hotels, etc., and a list of famous cycling tours in England, Ireland, France, Switzerland, Germany and Holland, giving each day's stopping-place, and notes of attractive features along the route.

This little book will tell you when to go, how to go, the rates of fare on different lines, hints for the voyage, what touring costs per day in different countries, what routes are most attractive and the best time of year for visiting attractive points; how to prepare for the trip and what luggage will be found necessary and useful, how to carry money, and all the odds and ends of detail that are likely to vex a cycling tourist who lacks this information.

### L. A. W. Periodical Department

We give a few quotations on magazines more commonly called for. We can supply any periodical published in America. Ask for quotations. Send all orders to Abbot Bassett, secretary L. A. W., 539 Atlantic avenue, Boston.

	Reg.	Our
	Price.	Price.
Ainslee's Magazine, N. Y.	1.00	.80
American Gardening, N. Y.	1.00	1.00
American Machinist	3.00	2.80
Argosy, N. Y.	1.00	.30
Art Amateur, N. Y.	1.00	3.05
Atlantic Monthly, Boston	4.00	3.25
Automobile Magazine, N. Y.	3.00	2.65
Bicycling World, N. Y.	2.00	1.70
Black Cat, Boston	.50	.45
Book Buyer, N. Y.	1.50	1.35
Book Keeper, Detroit	1.00	.65
Bookman, N. Y.	2.00	1.65
Boston Cooking School Magazine	.50	.40
Century Magazine, N. Y.	4.00	3.60
Collier's Weekly, N. Y.	5.00	4.40
Cosmopolitan Magazine, Irvington-		
on-Hudson	1.00	.85
Critic, N. Y.	2.00	1.85
Current Literature	3.00	2.45
Cycle Age, Chicago	2.00	1.55
Cycling Gazette, Cleveland	1.00	.75
Cycling West, Denver	1.00	.55
Delineator, N. Y.	1.00	.35
Demorest's Family Magazine, N. Y.	1.00	.95
Every Month, N. Y.	1.00	.65
Every where, Brooklyn	.50	.35
Forum, N. Y.	3.00	2.65
Good Housekeeping, Sp'g'd. Mass.	1.00	.85
" " renewals		1.00
Great Round World, N. Y. Juvenile	2.00	1.70
Harper's Bazar, N. Y.	4.00	3.25
Harper's Literature	4.00	3.50
Harper's Magazine	4.00	3.50
Harper's Weekly	4.00	3.25
Inland Printer, Chicago	2.00	1.55
Judge, New York	5.00	4.05
Judge Library, N. Y.	1.00	.80
Ladies' Home Journal, Phila.	1.00	1.00
Ledger Monthly, N. Y.	.50	.45
Leslie's Monthly, N. Y.	1.00	.85
Leslie's Weekly, N. Y.	4.00	3.25
Life, New York	5.00	4.55
Lippincott's Magazine, Phila.	2.50	1.75
Literary Digest, N. Y.	3.00	2.45
" " renewals		2.35
Literary World, Boston	2.00	1.55
MacMillan's Magazine, N. Y.	3.00	2.65
Magazine of Art, N. Y.	3.50	2.70
McClure's Magazine, N. Y.	1.00	.90
Motor Age, Chicago	2.00	1.55
Motor Vehicle Review	1.00	.80
Munsey	1.00	.90
Nation, New York	3.00	2.75
National Magazine, Boston	1.00	.75
New England Magazine, Boston	3.00	2.45



## APPLICATION FOR MEMBERSHIP IN THE L. A. W.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue, Boston:

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy five cents for one year's dues, and the remaining twenty five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. Magazine, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution and refer to two League members (or three other reputable citizens) named below.

Name.....  
 Street or Box.....  
 City or Town..... State.....  
 Cycle Club..... Write references on margin below.

Nickell Magazine, Boston.....m	.59	.45
Renewals.....	list	list
North American Review, N. Y.....m	5.00	1.25
Out Door Life, Denver.....m	1.00	.80
Outing, New York.....m	3.00	2.60
Outlook, New York.....w	3.00	2.80
Overland Monthly, San Francisco.....m	1.00	.80
Pathfinder, Wash., Current Topics.....w	1.00	.80
Photo-Beacon, Chicago.....m	1.00	.65
Photo-Era, Boston.....m	1.50	1.00
Popular Science Monthly, N. Y.....m	3.00	2.55
Printer's Ink, N. Y.....w	5.00	2.55
Public Opinion, N. Y.....w	2.50	2.05
Puck, New York.....w	5.00	4.30
Puck's Library, N. Y.....m	1.20	1.05
Puritan, N. Y.....m	1.00	.90
Quaker, N. Y.....m	1.00	.80
Recreation, N. Y. City.....m	1.00	.55
Renewals.....	.80	.80
Review of Reviews, N. Y.....m	2.50	2.50
Scribner's Magazine, N. Y.....m	3.00	2.80
St. Nicholas, N. Y.....m	3.00	2.60
Strand, New York.....m	1.20	1.15
Success, New York.....w	1.00	.75
Town Topics, N. Y.....w	4.00	3.45
Renewals.....	3.65	3.65
Truth, New York.....w	2.50	2.05
Vogue, New York.....w	3.00	2.05
Wide World Magazine, N. Y.....m	1.20	1.15
Woman's Home Companion, Spring- field, Ohio.....m	1.00	1.00

## L. A. W. Supplies and Literature

BADGE. The official badge of the L. A. W. is to be obtained at headquarters only. All gold

with purple amethyst setting;  $\frac{3}{4}$  in gold, \$2; rolled plate, \$1.

For veterans we make this badge with the figures representing date of joining in place of the gem.

No. 3 badge has a royal purple rim and garnet setting; rolled plate, 75 cents.

LAPEL BUTTON. A very attractive button with vitrified front, in four colors, 15 cents.

CAP PIN. Same design as the lapel button but larger and with catch pin on back, 20 cents.

DATED CAP PIN. Different design each year. Issued to members in good standing for the entire period covered by the dates. Cap pin for 1900-1901 now ready, 20 cents. Cap pins of back dates, '98-'99 and '99-1900, while they last, 10 cents.

LOCAL CONSUL PIN. For use where Divisions have not adopted an official consul badge, 20 cents.

VETERAN BAR. A bar to be worn above the L. A. W. badge by any person who has been for ten consecutive years a member of the L. A. W. A member may wear this bar, not when he renews and obtains a ticket that covers a date ten years later than he joined, but at the time when he reaches the date. Solid gold, \$2.50.

DECALCOMANIA DECORATION. U.S. shield and L. A. W. emblem, inscribed, colored;  $1\frac{1}{2} \times 1\frac{3}{4}$  inch; for decorating bicycles, 3 cents each, by mail; 25 cents per dozen.

HANDLE BAR RIBBONS. No. 1. Royal purple with emblem and L. A. W. initials embroldered in gold; 33 inches long; 1 inch wide, 25 cents.

RIBBON LAPELS. The L. A. W. badge and initials embroldered in old gold on royal purple.

## RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue Boston:

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number..... Date of Expiration.....  
 Name.....  
 Street and No. or P. O. Box.....  
 City..... State.....  
 City and Division in which my home  
 is and to which I should be attached.....  
 Magazine will be stopped at date of expiration. You have 60 days in which to renew.

# .. THE .. Cushion Frame

READ:  
What Others Can Do  
YOU Can Do!

DETROIT, MICH., Oct. 15, 1900.

HYGIENIC WHEEL CO.,

220 Broadway, New York.

GENTLEMEN:—

I have sold at RETAIL HERE in DETROIT during the past season UPWARDS of THREE HUNDRED CUSHION FRAME BICYCLES. Never before in my fifteen years' experience as a bicycle dealer have I handled goods that have appealed more quickly to public fancy nor have proven more permanently satisfactory than Cushion Frame Bicycles. In my opinion the Cushion Frame is the greatest practical invention in the make-up of a bicycle since the advent of the pneumatic tire. IT IS DOING MORE TO POPULARIZE CYCLING than any other modern improvement. I FIRMLY BELIEVE that the STANDARD WHEEL OF THE FUTURE will be the CUSHION FRAME.

Very sincerely yours,

WM. E. METZGER.

Mr. Metzger has sold all the Cushion frame bicycles above noted at prices ranging from \$50.00 to \$80.00. Don't you think there is money in handling Cushion Frame models?

Write Your Manufacturers About Them.

NOTE:—Cushions are attached only to HIGH GRADE BICYCLES.

Used on handle bar ribbons, on coat collar or sweater. Ten cents each; 2 for 15 cents; 4 for 25 cents.

RUBBER BUTTONS. League emblem stamped on face. Coat front size and sleeve size. One cent each.

TICKET HOLDERS. No. 1. Best calfskin, transparent celluloid front, with extra pocket for personal cards, 25 cents. For marking the leather holders with name, 25 cents.

No. 2. Holder has simply a pocket for the ticket, which is exposed to view through celluloid.

RUBBER STAMPS. No. 1, reading, "We Want Good Roads," 10 cents. No. 2, reading, "Join the L. A. W. and Ride on Good Roads," 15 cents. No. 3, fac simile of Good Roads Button, 20 cents. No. 4, "Let's All Work for Good Roads," 15 cents.

BACK TICKETS. In compliance with a desire that has been very generally expressed, we have had plates prepared and printed tickets for all the years since the present incumbent has been secretary of the League. We offer them for sale to those members who are entitled to them at 10 cents each.

VISITING CARDS, with embossed emblem, royal purple, in left hand corner. In packs of 25, one cent each card. Do your own printing and engraving.

ELECTROTYPES of badge for printer's use,  $\frac{1}{2}$  and  $\frac{3}{4}$  inch, 25 cents; 1 inch, 30 cents;  $1\frac{1}{2}$  inch, 35 cents; 2 inch, 40 cents; 4 inch, \$1.00.

HOTEL, CONSUL AND REPAIR SHOP SIGN. We have a large sign, 23x20, for use in Divisions where an official sign has not been adopted. Painted on steel. Plain, \$1.50; with name of proprietor painted on sign, \$2.00.

HELPING HAND. Large steel sign, shape of hand, with pointing finger. Used as a guide board. Plain, with word "miles," 25 cents. Painted with destination, 50 cents.

THE L. A. W. GOOD ROADS LIBRARY is made up of bright little handbooks (illustrated) and when completed the series will include a treatise on each practical subject connected with the art of making and maintaining roads, streets and pavements.

"COUNTRY ROADS," 64 pages; 67 illustrations. Separate chapters on "Road Philosophy," "Road Drainage," "Improving the Surface," "Cross Drains and Culverts" and "Bridges." A condensed, meaty, practical and useful book. Every person who believes in good roads should have a copy. By Isaac B. Potter.

"MACADAM ROADS," 72 pages; 72 illustrations. Five chapters, carefully covering the following subjects: "History and Description of Macadam Roads," "Grades," "Drainage," "Making the Macadam Surface" and "Maintenance of Macadam Roads." It contains the meat and pith of the best information gathered from the experience of European and American road-makers. It tells what a Macadam road is; describes old and new methods; shows that Macadam roads are easy to make and easy to maintain; gives simple rules for construction and estimates of cost; tells why rolling is necessary and how rolling should be done. It treats of grades and drainage; describes the different kinds of stone; tells what stone is suitable and what is not; refers to trap, limestone, field stone, river stone and other varieties, and tells how to use them. It gives, in fact, the very information you want, and has been specially commended by the U. S. Government officers in charge of the Road Inquiry Bureau at Washington. By I. B. Potter.

"CYCLE PATHS," 80 pages; 77 illustrations. This little book begins with a short introductory chapter, defining the views of the author on the general subject of cycle-path construction, and the duty of the L. A. W. in its relation to this work. Then follows a very full and interesting chapter, describing by text and illustration the cycle paths actually in use in different parts of the country, and showing how the work was done and the cost of it paid. The final chapter treats of the practical methods of making cycle paths, gives directions to aid the reader in the selection and use of materials and tells fully and clearly how to organize and conduct a movement for cycle-path construction, and for kindred objects. By I. B. Potter.

For supplies and literature, send to Abbot Bassett, secretary L. A. W., 530 Atlantic ave., Boston, Mass.



## BRISK SHOP TALK

Chainless wheels will appear on the foot market greatly perfected, and this applies more particularly to those of the bevel-gear style, which has enjoyed the greater popularity and has been in the hands of the greater number of dealers and riders. Much testimony, the result of experience, has flowed into the factories to show those defects in the early models of the bevel-gear machine, and, having acted on this testimony—or on such part of it as was reliable—the manufacturers are now ready to present a bevel-gear machine that is as nearly perfect as is possible. Among bevel-gear manufacturers the pre-eminence of the Leland & Faulconer Manufacturing Company, Detroit, Mich., is admitted. This house makes doubtless the best bevel-gears in the world, and, in consequence, if you want the best bevel-gear-produced, you will demand the Leland-Faulconer kind when you order your chainless for 1901. Flashlight photography has its difficulties. The old-fashioned flash light goes off more frequently when you are not ready than when you are, it is expensive and disappointing. Such difficulties as these are overcome by using the Lionel Electric flash light, manufactured and sold by the Lionel Manufacturing Company, 21-25 Murray street, New York City, whose advertisement appears elsewhere in this issue. Photographers will find it interesting reading.

Good Cheer, a magazine for cheerful thinkers, edited by Nixon Waterman, whose bright sayings for many issues brightened the L. A. W. Bulletin, is a new monthly publication brought out in November by Forbes & Company of Boston. The subscription price is one dollar per year. The first issue contains a little tale from the pen of the Sterling Elliott, whose connection with the L. A. W. has been long and creditable.

The countless uses to which an electric motor can be put make these machines desirable in every office, shop and home, especially when the motor is supplied at a popular price, as is the case with the Oddo No. 2, manufactured by James H. Mason, 23 Worth street, New York City. The advertisement of Mr. Mason, which is printed elsewhere in this issue, contains a fund of information on this subject.

So great is the faith of the Moxon Liniment Company, Mt. Clemens, Mich., in the efficacy of Moxon's Liniment that an offer is made in this issue to send a sample bottle free to any L. A. W. member who requests it. The purposes to which the liniment may be put are told in the advertisement.

McAllister, manufacturing optician, 49 Nassau street, New York City, offers in this issue to send free to any reader of the L. A. W. Magazine a copy of his latest 260-page book of magic lanterns, stereopticons, etc. If you are interested in this subject, you will find it to your interest to accept the expenseless proposition.

Cuff holders and tie holders that will not slip are a necessary part of every gentleman's outfit. The American Ring Company, Box 43, Waterbury, Conn., offers an article of this description at a remarkably low price. The advertisement elsewhere in this issue tells all about it.



The popularity of cushion-frame bicycles demonstrates that wheelmen are seeking comfortable mounts, and in this connection it is worth noting that the Berkey ball bearing, spring seat-post provides infinite comfort for its user. It sells at \$2 complete, and can be attached to any bicycle, new or old. It is made by the Berkey Spring Seat Post Company, Grand Rapids, Mich.

A lamp that casts no shadow—and there is only one that has this characteristic—is manufactured under the name of "the Angle lamp" by the Angle Lamp Co., 76 Park Place, New York City. An illustration herewith shows the design of the illuminant.



The lamp combines great brilliancy, ease of operation and low cost, and is incomparable for home use. There is no smoke, smell, fuss or danger. Catalogue can be secured for the asking.

Because of their merit Lucke's cigar manufacturers have appealed with unusual force to American patrons of "the weed." In this issue J. H. Lucke & Co., Suite B, Lucke block, Cincinnati, O., offer to send to L. A. W. members a box of 25 Lucke Imports for \$1. If the first half dozen smoked are not to your satisfaction, you may return the rest and receive your money back.

The Photographers' League, with headquarters at 320 Broadway, New York City, writes us that its membership is well above the thousand mark, and that the past month has been the best in the history of the organization. This League issues a monthly Bulletin, conducts a circulating library and has a well equipped factory in which the many sundries used in photography are manufactured. Members, on the payment of one dollar per year, are entitled to all privileges.



Twentieth Century lamps for oil or gas are a seasonable offering by the Twentieth Century Manufacturing Company, New York City, for Christmas gifts. No wheelman would fail to appreciate a holiday token of this sort. The quality of Twentieth Century lamps is not disputed.

We are all familiar with the argument that a shilling is better than heaven, because a shilling is better than nothing, and nothing is better than heaven. On the same principle, a German periodical says: "He who cycles well, sleeps well; he who sleeps well is no sinner; he who is no sinner gets into heaven; therefore, he who cycles will get into heaven."

The farmers are getting interested in the horseless vehicles. The other day one of the gentlemen surveyed a sample exhibited, read its name and then asked in a confidential tone: "Say, where is the difference between this and the horseless carriages I've read about? Is this an improvement?"

As the strength of a chain is in its weakest link, so the weakest member forms the riding strength of a touring party.

**"SAFETY POISE" SADDLE WANTED!**  
Write L. A. W. No. 13734. 629 Tremont St., Boston, Mass.

Read what  
**Spalding**  
the Athletic Authority  
says about  
**Wool Soap**

Washed with "Wool Soap"      **A. G. Spalding & Bros.**      Washed with Common Soap  
New York - Chicago

MESSRS. SWIFT & COMPANY, Chicago, Ill.      NEW YORK, February 24th, 1900.

Gentlemen: There has been more or less trouble from people who do not understand how to clean sweaters. They wash them in all kinds of ways, and they shrink up and make no end of trouble. Your Wool Soap is the very best thing to use in washing sweaters.

Yours very truly, (Signed) A. G. SPALDING & BROS.

## DO YOU USE A CAMERA?

Pick out one of the best negatives you have, either film or glass, send it to us with one dollar and we will make you an enlarged picture, 10x12 in size, mount it on a 16x20 matt suitable for framing and send it to you by prepaid express.

Smaller sizes from 35 cents up. Price list and sample enlargement sent free upon request.

**THE FRANKLIN PRINTING & ENG. CO.,**  
309-315 Superior St., TOLEDO, OHIO.

Over 15 Years' Experience.

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**WILL BE FULLY ILLUSTRATED  
FREE IN TRADE JOURNALS.**

They have the largest circulation among capitalists and manufacturers. Embracing Mechanics, Electricity, Engineering, Silk Industries, House Furnishings and Miscellaneous Subjects.

Sample Copies sent free by addressing  
**OSCAR A. MICHEL,**  
Dept. 81, 302 Broadway, New York.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

## 3rd EDITION WAS SOLD INSIDE OF SIX WEEKS. The Best Paying Profession and The Most Fascinating Business ELECTRICITY

My book "ELECTRIC LIGHT HOME" Illustrated, 4th Edition. Explains every detail of a motor and how to obtain Electric Light from home-made chemical batteries. Price, 10 cents, postpaid.

## \$1 ELECTRIC MOTOR

**Best Made**

The delight of the Home Workshop. Exceeds in Power, Finish, Efficiency, Beauty, Durability, Strength. Runs well on single Dry Cell.

Satisfaction Guaranteed.  
Weight 21 ounces. Height 3 1/2 inches.

Price, \$1.00

I will send the above motor.

with battery to drive it at the rate of over

2,000 revolutions per minute. The motor and cell sent complete for \$1.50. Agents wanted.



## Another Good Seller

That will help pay your rent during the dull winter months.



## The SOLAR

ACETYLENE GAS  
HOUSE LAMP.

A Light Brilliant as Electric Light in Your Own Home.

Burns with an intense white light that makes an oil lamp pale as a tallow candle. Simple, easy to operate, cheaper and safer than kerosene. Absolutely cannot explode. Makes its own gas from Calcium Carbide. A perfect home light. No odor. The greatest lighting invention of the age. No home complete without it.

PRICE, - \$3.50.

Our discount to dealers is so liberal that you can make a handsome profit by selling them. Send for sample and be the first dealer in your city to show them. Our booklet tells all about them.

**Badger Brass Company,**

Wuron Street, MENOSHA, WIS.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

## LAUGHLIN FOUNTAIN PEN

The Best at Any Price

A Seasonable Suggestion—A gift of never ending usefulness and a constant pleasant reminder of the giver.

Your choice of these popular styles, superior to the

\$3.00 STYLES

of other makes, for only

**\$1.00**

Try it a week. If not suited we buy it back, and offer you \$1.10. We are willing to take chances on you wanting to sell, we know pen values, you will when you own one of these.

Finest quality hard rubber holder, 14k. Diamond Point Gold Pen, any desired flexibility in fine, medium or stub, and the only perfect ink feed.

One Pen Only to one address on this special offer, by mail, postpaid on receipt of \$1.00, (registration fee extra.)

Ask your dealer to show you this pen, if he has not or won't get it for you (do not let him substitute an imitation, on which he can make more profit) send his name and your order to us, and receive free of charge one of our Safety Pocket Pen Holders.

Remember—There is no "Just as good" as the Laughlin, insist on it, take no chances.

Address—

**LAUGHLIN MFG. CO.**

260 Laughlin Block,

DETROIT, - MICHIGAN.

260  
PAGE  
BOOK

that tells all about MAGIC LANTERNS and Stereopticons—how to operate them—how much they cost—how men with small capital can make money with them. Sent

McALLISTER, Mfg. Optician, 49 Nassau St., N. Y.

## LEARN PROOFREADING

If you possess a fair education, why not utilize it at a genteel and uncrowded profession paying \$15 to \$35 weekly? Situations always obtainable. We are the original instructors by mail.

HOME CORRESPONDENCE SCHOOL, Philadelphia, Pa.

**FREE**

## MOXON'S LINIMENT

Made at the celebrated Mt. Clemens Mineral Springs.

"Cheapest, Strongest and Most Effective External" Remedy in the World.

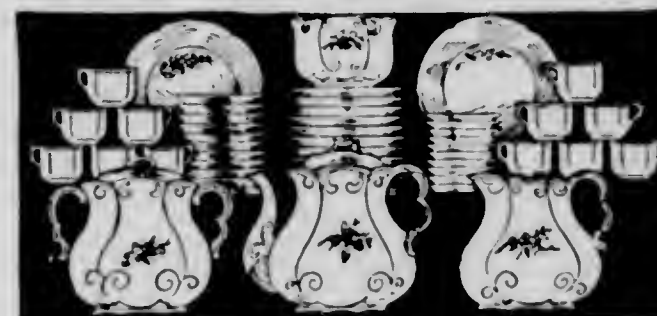
Bicycle riders should never be without it. As a remedy for sprains, sore muscles, bruises, and general exhaustion it is without an equal. The friend of all athletes. The pains of rheumatism are relieved instantly by its use. Refreshing as a Turkish bath after a fast "spin." Invaluable for toilet purposes. Makes an elegant shampoo. More effective and quicker than mustard for sore lungs.

PRICE, 25 CENTS A BOTTLE

Special for L. A. W.'s We have so much faith in our liniment pleasing you that we will send every L. A. W. member a free sample bottle, provided they send us name and address of their druggist.

THE MOXON LINIMENT COMPANY, - - MT. CLEMENS, MICH.

## 56-PIECE TEA SET



**FREE**

To every woman who will sell only 24 boxes of Salvona Soap—guaranteed to give satisfaction—worth the full price we ask for it, but we give extra to each purchaser a beautifully decorated lamp or their choice of several valuable premiums shown in catalogue. To the agent selling 24 boxes of Salvona Soap we give, free, a 56-Piece Tea Set or 56-Piece Dinner Set, decorated handsomely and gold traced. Our cata-



logue also shows other beautiful premiums given to agents for helping us introduce our goods. We give Conches, Lace Curtains, Carpets, Graniteware, Chinaware, Sewing Machines, etc. No money required. We allow 15 days' time to deliver goods before paying us. We allow a liberal cash commission if preferred. Write to-day for catalogue.

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I am delighted with my premiums and all my customers express their appreciation and surprise at the goods and premiums. I am getting up another order and hope to forward soon. Everything came through in good shape.

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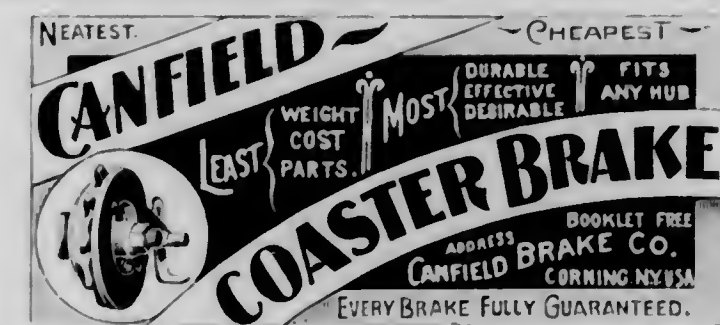
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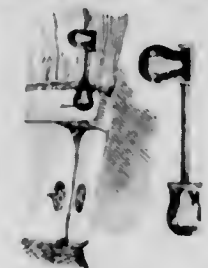
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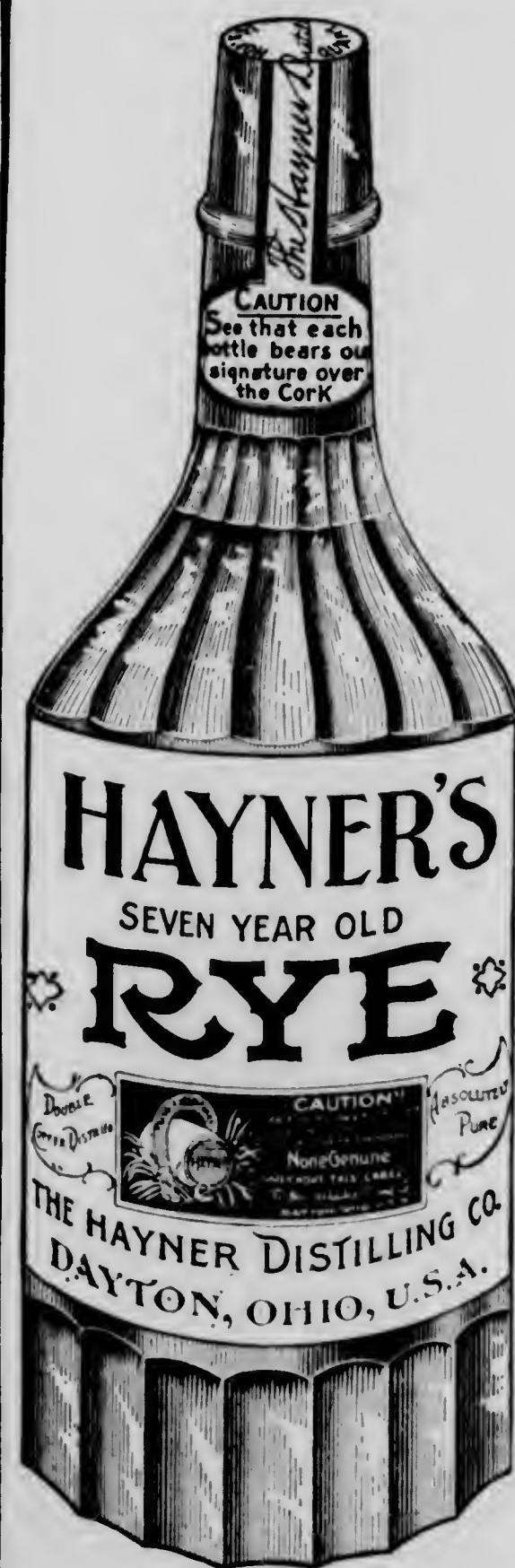
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**We will send four full quarts of Hayner's Seven-Year-Old Double Copper Distilled Rye Whiskey for \$3.20, express prepaid. We ship on approval in plain, sealed boxes, with no marks to indicate contents. When you receive and test it, if not satisfactory return it at our expense and we will return your \$3.20.**

Such whiskey as we offer you for \$3.20 cannot be purchased elsewhere for less than \$5.00, and the low price at which we offer it saves you the addition of middlemen's profits, besides you are guaranteed the certainty of pure whiskey absolutely free from adulteration. REFERENCES: Third National Bank, Dayton; State National Bank, St. Louis, or any of the Express Companies.

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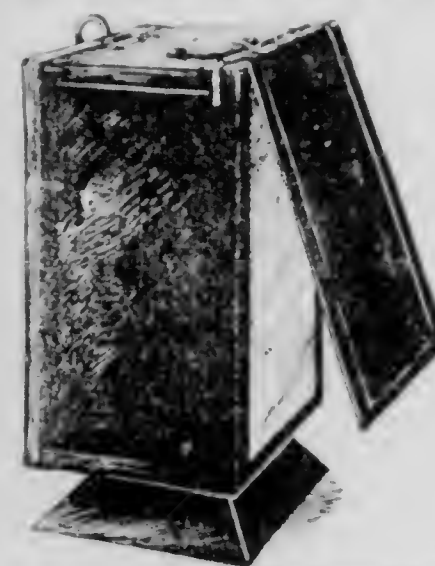
We guarantee the above firm to do as it agrees.—EDITOR.

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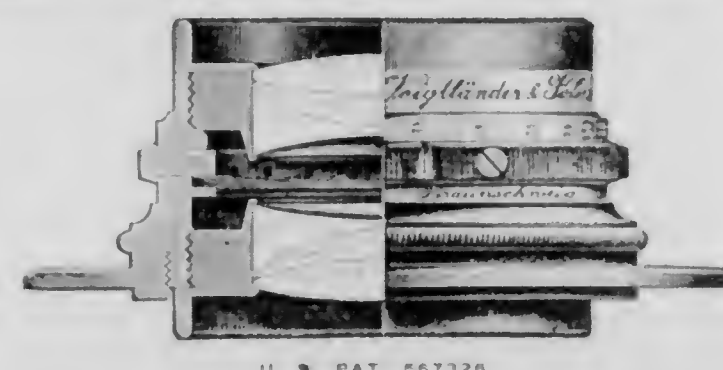
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Remit money by P. O. order or registered letter.



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This lens is a recent optical discovery, scientifically constructed and free from the errors found in 99 per cent. of the commercial hand cameras.

IT WILL IMPROVE ANY  
CAMERA IN

SPEED, CLEARNESS, BRILLIANCY.

WE FIT THIS LENS TO

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A Monthly Magazine for Cheerful Thinkers.

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**A Book of Verses**

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We can now supply manufacturers with gears THAT ARE RIGHT; MOUNTED IN BEARINGS THAT ARE RIGHT. The gears are the famous LELAND FAULCONER kind—GROUND AFTER HARDENING. The mountings are made ACCURATELY. They locate the gears PROPERLY. IN THIS COMBINATION the superior merits of our gears are fully realized. EVERY MANUFACTURER, DEALER and RIDER KNOWS that the chainless bicycle is as far ahead of the old style machine as the "SAFETY" was superior to the "ORDINARY." Our equipment is at the forefront of chainless construction. It pays to PUSH the BEST. Our compact, rigid, accurate mountings and gears speak for themselves. ARGUMENTS are UNNECESSARY. A combination that will sell assures profit. We are now entering orders for this equipment. Send your order before it is too late. The season of 1901 is advancing.

LELAND & FAULCONER MFG. CO., - Detroit, Mich.

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should read an up-to-date publication, dwelling on the most important subject of the period—Motor Vehicles and everything pertaining to that growing industry. The

## MOTOR VEHICLE REVIEW

is the paper we have reference to. It is published weekly at the reasonable subscription price of \$1 per annum. Send us your subscription today.

The Motor Vehicle Review,  
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OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

# L. A. W. MAGAZINE

OLD SERIES, VOL. XXXI  
NEW SERIES, VOL. I, NO. 8

JAN., 1901

PRICE, 10 CENTS  
\$1.00 A YEAR.

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Rec'd  
APR 17 1901  
B.P.L.

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## "GET YOUR MONEY'S WORTH"

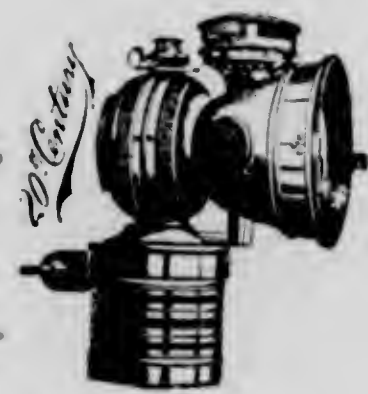
*One that will be useful all the year round and all the world round.*

A FIRST CLASS BICYCLE LAMP IS INDISPENSIBLE TO EVERY CYCLIST, WHETHER LADY OR GENTLEMAN, OR GIRL OR BOY

— AND —



If it's an OIL lamp that is wanted it is this



If it's a GAS lamp that is wanted it is this

*The 20th Century Headlights  
for the Twentieth Century*

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should read an up-to-date publication, dwelling on the most important subject of the period—Motor Vehicles and everything pertaining to that growing industry. The

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# L. A. W. MAGAZINE

Old Series, Vol. XXXI.  
New Series, Vol. I, No. 1.

JANUARY, 1901.

PRICE 10 CENTS  
(\$1.00 a Year)

## OUR OBSERVATIONS OF THE MONTH

### Selecting a President

Second in importance to no other work before the National Assembly, which will convene on February 13th next, is that of selecting a president to direct the League's affairs during the year at hand; for, although the matter of revising the constitution and by-laws is of vast moment, it is generally admitted that much of the success of the organization depends upon the choice of a leader whose capacity and personal magnetism fit him for the task of producing the best results under whatever new governing laws may be adopted. Timely attention, therefore, to the presidential question is essential.

Of available material, the League is by no means barren. There are several gentlemen whose names may very properly be included in the list of presidential probabilities, and among these there are doubtless four or five possessing every qualification desirable at the present time and for the work in view. Let us present a list and consider each name in its alphabetical order: Mr. Milo M. Belding, Jr., of New York; Mr. S. A. Boyle, of Pennsylvania; Mr. A. B. Choate, of Minnesota; Mr. George L. Cooke, of Rhode Island; Mr. Horatio S. Earle, of Michigan; Mr. Sterling Elliott, of Massachusetts; Mr. H. B. Fullerton, of New York; Mr. George D. Gideon, of Pennsylvania; Mr. Robert T. Kingsbury, of New Hampshire; Mr. George A. Perkins, of Massachusetts; Colonel Albert A. Pope, of Massachusetts; Mr. Isaac B. Potter, of New York; Mr. Conway W. Sams, of Maryland. The L. A. W. MAGAZINE suggests this list without having consulted the wishes of a single gentleman named, and without knowing, except in the case of Mr. Earle, whose candidacy has been announced, and of Mr. Perkins, whom Massachusetts favors, whether the honor of election is desired. On the contrary, we have selected the names of prominent men without relation to their personal desires, in order that Assembly delegates might take an unprejudiced survey of the available material preliminary to deciding an important question.

### Considered Individually

Mr. Belding is now serving his third successive term as chief consul of the New York division. He came into office December 1, 1898, succeeding Chief Consul Jenkins. He has never held national office. Mr. Belding is a man of large commercial and financial in-

terests, stands high in the business world, and would no doubt make a most successful president were he to accept election. In times past he has been suggested as a presidential candidate, but he has steadfastly declined the honor.

Mr. Boyle has been chief consul of the Keystone state division for so many years that only the veterans remember when he started in to lead the Pennsylvania forces. That he has been successful in a high degree is evidenced by the favor in which he stands at home and his annual re-election. Mr. Boyle is an attorney at law. He, too, has often been requested to stand for presidential honors, but as often as requested he has declined, on the ground that if he filled his chief consulship well, he was doing all that his time would permit.

Judge Choate, of Minnesota, is a leading member of the Minnesota bar. At various times he served successfully on national committees, but until last February, he never had filled a national elective office. He is now second vice-president of the League. Judge Choate is a man of learning and one whose personal following is large. In appearance, he resembles to a great degree Senator Towne, also of Minnesota.

### The East and Michigan

Rhode Island for several successive years found in Mr. Cooke a chief consul after its own heart, and that gentleman would doubtless still hold the reins of office had he not concluded that he had served quite long enough. Mr. Cooke made a success of his limited field, and his friends, of whom there are many, are convinced that he would be equally successful in the national sphere.

Michigan pins her faith to State Senator-elect Horatio S. Earle, now serving his second term as chief consul. Mr. Earle is one of those men whom Vice-President-elect Roosevelt would say lives a "strenuous life." He is always doing things, and, as a rule, what he does is well done. He is an ardent good roads worker, in evidence of which we may point to his appointment to the position of representative in the central west of the national office of Road Inquiries, of the Agricultural Department.

In Massachusetts, there is a gentleman, well-known to nearly all League members, who once before filled the office of president and that during one of the most successful





THOS. H. GIST,  
Chief Consul Colorado Division.

years the League ever enjoyed. He is Mr. Sterling Elliott, former publisher of the official organ, and at one time maker of Hickory wheels. Mr. Elliott is another League leader whose personal following is great, by reason of his earnestness, his fairness and genuine faithfulness.

#### From Two Eastern States

The Empire State may present the name of Mr. H. B. Fullerton, former vice-consul of the State division, and now chairman of the national committee on Highway Improvement. Mr. Fullerton is a railroad man, also of the strenuous type, well-liked, thoroughly alive and ever on the move. He has a way of calling a spade a spade that endears him to other plain speakers. Mr. Fullerton was instrumental in securing the insertion in this year's national Republican platform of the good roads plank, with which readers of this publication are familiar.

In other days, when racing was one of the leading interests of the League, a Pennsylvanian held sway over the racing department in a manner that demonstrated him to be a master of the situation. That gentleman is known as Mr. George D. Gideon. It seems to be Mr. Gideon's fate to have many warm friends and many hot enemies, but there is not a man in the League, be he of any consequence, who has not experienced something of the same character. Only men of prominence make fierce enemies.

Also in Pennsylvania is Mr. Thos. J. Keenan, Jr., former president and vice-president of the League. Mr. Keenan's business is that of publishing and editing the *Pittsburg Press*, an evening daily, which is said to have been the first successful one cent publication west of New York. Mr. Keenan was in executive office during one of the League's most trying years, and his work at that time was quite all that anyone could have accomplished under

similar circumstances. Although Mr. Keenan does not pose as a philanthropist, the newsboys of Pittsburg, as well as other living objects of charity in that city, know him to be a man whose heart is large and whose purse is ever open for a needy cause.

#### New England Probabilities

Mr. Robert T. Kingsbury, of New Hampshire, has crowded many achievements into few years, and twice has he been elected to national office, first as second vice-president and later as first vice-president. He has been prominent in the government of his home city, and his work in the interests of his division has been effective. If the League desires a leader in the full bloom of youthful manhood, Mr. Kingsbury certainly fills the requirement.

Among New England veterans—and nearly all veterans come from New England—Mr. George A. Perkins, of Massachusetts, holds a prominent place. Always active in League affairs and now serving his second successive term as chief consul of the Bay State division, Mr. Perkins has been emphatically practical. He "figures the cost" and keeps within his figures. He has been largely responsible for reducing the Bay State division's indebtedness, and Massachusetts recognizes him as a man of ability and capacity. He will be that state's candidate for the League's highest office when the Assembly gathers next month.

In matters wheeling, few men are better known on this continent than is Colonel Albert A. Pope, bicycle manufacturer, good roads advocate, military man, a believer in civic honesty and a representative of the highest type of successful American business man. Colonel Pope will this year be a delegate to the National Assembly, and his advice will doubtless be sought in the important matter of revising the League's laws. Should he be chosen for president, the body will have a leader in whom full confidence may be reposed.

#### There Are Two Others

Chief among pioneer workers for bicycling legislation and highway improvements is Mr. Isaac B. Potter, former president of the League, chairman of the Highway Improvement Committee, and chief consul of the New York Division. Two years ago, Mr. Potter retired from office, and he has since given exclusive attention to his law practice; but there is no doubt that his interest in League work is still unimpaired, and that, if he were chosen president, he would bring to that office all the vigor and determination that characterized his previous labors.

Lastly in alphabetical order, but not otherwise, comes Judge Conway W. Sams, of Maryland, the present chief executive of the League. Mr. Sams served a long time as chief consul of the Maryland division, and was also chairman of the National Rights and Privileges Committee. Last February he was unanimously chosen to be president, and his work this year has emphasized the wisdom of his election. He was faced this year by many discouraging conditions, but he fought them with a will, and his record is one with which he has no reason to feel dissatisfied. Whether President Sams would accept a second term, we are not in position to say.

#### Mr. Earle's Candidacy

In consenting to run for the presidency, Mr. Earle, of Michigan, makes the following statement of his ideas relating to the office: "I would not accept it unless I thought the majority of the divisions felt somewhat toward me as my own does, that whatever I

tion in every state where the League has 100 members, beginning in May and ending up in October, and if I was elected I would spend the money that was paid to me to pay my fare and hotel bills going around and attending these conventions, every state that had the 100 members should have the privilege of seeing a real live L. A. W. president.

#### POSSIBLE PRESIDENTIAL CANDIDATES



H. B. FULLERTON,  
New York.



A. B. CHOATE,  
Minnesota.



R. T. KINGSBURY,  
New Hampshire.



H. S. EARLE,  
Michigan.

attempted to do, would get done, and if they did, then with their assistance I could do something. I will tell you what I would attempt to do, and I am confident that I could do it if I was chosen for the work. Hold an L. A. W. Festival and Good Roads Conven-

"I would do what I could to get the United States government to get out an up-to-date road book in sections for all travelers of the highways so that I would not have to deplete the funds of the League to do this on so small a scale as to bankrupt the divisions. I would





ROBT. H. CARR, JR.,  
Secretary-Treasurer Maryland Division.

reorganize the League on a good roads basis, with the social desires of its members well in mind, having in each division at the convention, banquet, ball, etc., as we did at Port Huron. I would invite the Road Inquiry Department to work with me in each state and I am confident they would be pleased to do this."

#### Massachusetts Resolutions

At the December meeting of the Massachusetts division Board of Officers, it was decided, in addition to placing Mr. Perkins in nomination for the presidency, to oppose any steps that might be taken to depose Secretary Bassett, to remove headquarters to New York City or to incorporate the League under the laws of any state other than Massachusetts. Thus the Bay State leaders stand squarely on important matters that are likely to be brought up at the Assembly meeting. Without commenting upon the wisdom of deciding absolutely upon large matters before free and full discussion thereof in the Assembly itself, it seems that if the Massachusetts program were to be carried out in all other states on all propositions that concern the various divisions there would be no need of the Assembly's meeting. We could transact business at long range, by mail, for instance.

#### For National Good Roads

Preliminary steps toward the unification of the highway improvement interests of the country were taken at Chicago recently, when the National Good Roads Association was permanently organized, officers elected, by-laws adopted and a plan of campaign mapped out for the ensuing year.

The report of the committee on legislation, which was adopted, provides:

1. That suitable legislation in different states repeal the statute labor laws, substituting therefor the payment of the usual road taxes in cash.

2. That state legislatures make provision for the employment of convict labor in preparation of material for the construction of public roads, as they may deem advisable.

3. The passage of suitable state aid laws and the appointment in every state so legislating of non-partisan highway commissioners.

It was further recommended that a special committee be appointed to go to Washington at once to confer with Secretary Wilson of the Department of Agriculture and urge him to ask congress for an appropriation of \$150,000 for the bureau of public road inquiries at Washington.

Last year congress appropriated \$14,000 for the road inquiry bureau, and it will be noted, according to the above outline, \$100,000 will be asked of the next congress. This amount will be used toward putting a practical example of a good road in every state in the Union in the shape of a mile of model highway which shall serve as an object lesson.

At the close of the Chicago meeting, a delegation went to Washington to urge President McKinley to recommend the \$150,000 appropriation. This was shortly before the gathering of Congress, and it was expected that President McKinley would dwell strongly on the subject of good roads in his annual message. There was some surprise, therefore, when the President used less than fifty of the twenty-odd thousand words in his message to express his views on good roads, as follows:

"This service (rural free delivery) \* \* \* conduces to good roads.

"Inquiry into methods of improving our roads has been active during the year; help has been given to many localities, and scientific investigation of material in states and territories has been inaugurated."

#### In the Racing World

The six-day team race in Madison Square Garden, New York City, was won on December 15th by Elkes-McFarland, who covered 2,628 miles and 7 laps. Pierce-McEachern ewer second.—The N. C. A. has reinstated Trainer Tom Eck.—A Melbourne, Australia, cablegram, announces that, at a recent race meeting, "Plugger Bill" Martin, the veteran American racing man, won eight events in nine starts. It has been announced that William C. Stinson, the American rider who holds the world's one-hour record, will next season ride in France.—Tom Cooper and Floyd McFarland, Americans, announced on their return from France, that they would probably return to that country during the summer of 1901.

#### Important Trade Suits

The British Dunlop Tire Company has sued the Canadian and the American Dunlop firms for \$250,000 damages for alleged breach of contract. It is said that the American house shipped goods to Australia in direct violation of a contract provision.—The Goodyear Tire & Rubber Company, Akron, O., has secured an injunction preventing the Single Tube Automobile & Bicycle Tire Company from revoking the license whereby the Akron house was permitted to make single tube tires under the Tillinghast patents.

## A SUMMARY OF BICYCLE LEGISLATION

Laws Covering Wheels that have been Passed by State Legislatures

For the further guidance of traveling wheelmen, the L. A. W. MAGAZINE has endeavored to compile, with the aid of secretaries of the various states, a summary of the bicycle laws enacted by the various state legislatures and now in force. The more important states responded promptly and the compilation is therefore of in-

ers may, at their discretion, set apart, on any highway, a strip of land not exceeding six feet in width for the exclusive use of pedestrians and riders of bicycles and other vehicles propelled solely by power of rider. Expense charged to general county, general road and district funds. Bicycles are baggage.



ON THE OSWEGO-FULTON (N. Y.) SIDEPATH.  
View of Minetto from Dutcher's Hill.

Photo by Julius G. Linsley, Oswego, N. Y.

terest and valuable for reference purposes, notwithstanding that many minor commonwealths either ignored the request for information or flatly refused to divulge it.

ALABAMA—Capital Montgomery. No response.

ARIZONA—Capital, Phoenix. Legislature meets biennially. Next session January, 1901. Bicycles are baggage.

ARKANSAS—Capital Little Rock. No response. Bicycles are baggage.

CALIFORNIA—Capital, Sacramento. Legislature meets biennially. Next session January, 1901. State department of highways created in 1897 and \$58,000 appropriated for its use in 1899. County commission-

COLORADO—Capital, Denver. Legislature meets biennially. Next session, January, 1901. Bicycles are made exempt from seizure for debt. Bicycles are baggage. Other information denied.

CONNECTICUT—Capital, Hartford. Legislature meets biennially. Next session, January, 1901. Highway commissioner, appointed every four years, salary \$3,000 and expenses, has general charge of road building and repair. Booklet containing road laws can be obtained by addressing James H. MacDonald, Commissioner, Hartford, Conn. Speed limit is 10 miles an hour. Municipal authorities may grant permission to exceed this limit. Bells required



on bicycles and lamps on all rubber tired vehicles. Illegal to ride on sidewalks. No municipality has power to regulate the use of bicycles other than above. Theft of a bicycle valued at more than \$25 punishable by imprisonment for not more than one year. To take and use another person's bicycle without his permission is punishable by a fine of not more than \$50, or imprisonment of not more than three months, or both. Persons arrested for violating bicycle laws may leave their wheels with the police as security for appearance in court. Drivers must give bicycles and tricycles "a fair opportunity to pass, and not necessarily one-half of the traveled path." Wheelmen running "against, upon or over any person upon the public highway, or the property of any person, in his personal possession or use, in such a manner as might do an injury, or cause damage to such person or property," must stop at once, ascertain extent of injury or damage, render such assistance as is needed, and give name and address. Penalty not more than \$500.00 fine, or not more than six months imprisonment, or both.

DELAWARE—Capital, Dover. Legislature meets biennially. Next session, Jan., 1901. No state bicycle or road laws. Roads are maintained by county taxes, and bicycles are regulated by town and city ordinances.

DISTRICT OF COLUMBIA—The District is controlled by three commissioners. Lamps and bells are required. Speed limit is six miles at crossings, and twelve elsewhere. Sidewalk riding illegal. Pedestrians have right of way at crossings.

FLORIDA—Capital, Tallahassee. No response.

GEORGIA—Capital, Atlanta. State tax of \$100 per annum on the product of each manufactory represented in the state. No other legislation.

IDAHO—Capital, Boise City. Legislature meets biennially. Next session Jan., 1901. No bicycle or road legislation.

ILLINOIS—Capital, Springfield. Side paths are protected. Illegal to engage in or conduct a bicycle race of more than 12 consecutive hours duration without a rest of six consecutive hours following each 12 hours of racing. Penalty, \$25 to \$500 fine, or 30 days to one year imprisonment.

INDIANA—Capital, Indianapolis. Legislature meets biennially. Next session Jan., 1901. Side paths are constructed under general road law. Appropriations for road improvement are made by townships and counties. Wide tire law is imperfect. Constitutionally tested: R. S. 1894, paragraph 2,047, Hamilton vs. State, 22 Ind., App. 479. Riding on Sidewalks, R. S. 1894, paragraph 4,398, Mercer vs. Corbin, 117 Ind. 450.

IOWA—Capital, Des Moines. Legislature meets biennially. Next session 1901. No road or bicycle legislation.

KANSAS—Capital, Topeka. Legislature meets biennially. Next session, Jan., 1901. No bicycle legislation. Only road law is that which compels able-bodied men between the ages of 21 and 45 years to work on highways.

KENTUCKY—Capital, Frankfort. No response.

LOUISIANA—Capital, Baton Rouge. No response.

MAINE—Capital, Augusta. No response.

MARYLAND—Capital, Annapolis. No response.

MASSACHUSETTS—Capital, Boston. Legislature meets annually. Next session January, 1901. Bicycles are baggage. Insurance companies may be formed to insure against loss or damage to property arising from accidents to bicycles. Theft of a bicycle valued at more than \$10 is punishable by imprisonment in state prison of not more than five years, or a fine of not less than \$100, or imprisonment in jail of not less than three months. Cities and towns may construct and maintain cycle paths at their own expense. Speed limit is ten miles. Bells are required. Illegal to ride on sidewalks. Municipal authorities may give permit to exceed speed limit, but no municipality may regulate the use of bicycles other than above. Bicycle paths are protected. State road law has been productive of many fine highways.

MICHIGAN—Capital Lansing. Legislature meets biennially. Next session January, 1901. Bicycles are baggage. Railroad companies must equip baggage cars with safe appliances for the storage and transportation of bicycles. Side paths are protected. Illegal to throw on roadway any substance that might injure rubber tires. Companies may incorporate to insure bicycles.

MINNESOTA—Capital, St. Paul. Legislature meets biennially. Next session, January, 1901. Bicycle paths are protected. Illegal to throw on highways any substance that might injure rubber tires.

MISSISSIPPI—Capital, Jackson. Legislature meets biennially. Next session January, 1902. The only bicycle legislation is as follows: On each firm or person where bicycles are kept for hire, and a fee charged therefore, in cities of 2,500 or more inhabitants, a tax of \$10 is levied. In towns and villages having 2,000 or less inhabitants the fee is \$5.

MISSOURI—Capital, Jefferson City. Legislature meets biennially. Next session, January, 1901. No road or bicycle legislation.

MONTANA—Capital, Helena. No road or bicycle legislation.

NEBRASKA—Capital, Lincoln. No road or bicycle legislation.

NEVADA—Capital, Carson City. Legislature meets biennially. Next session, January, 1901. No road or bicycle legislation.

NEW HAMPSHIRE—Capital, Concord. Legislature meets biennially. Next session, January, 1901. Illegal to place on highways any substance likely to injure rubber tires. Sidewalk riding illegal. Bells required, and speed limit placed at 10 miles; children under 12 exempted. Municipal authorities may issue permit to exceed speed limit. Municipalities may not legislate other than above.

NEW JERSEY—Capital, Trenton. No response. State aid roads law in operation. Bicycles are baggage.

NEW MEXICO—Capital, Santa Fe. Legislature meets biennially. Next session, January, 1901. No road or bicycle legislation.

NEW YORK—Capital, Albany. Legislature meets annually. Next session January, 1901. Higbie-Armstrong good roads law in operation. Municipalities may regulate the use of bicycles as follows, and not otherwise (1) To require the use of lighted lamps at night, except that a rider whose light has been extinguished, or who is necessarily absent from home without a light, may proceed at a six-mile gait, giving an audible signal every 30 feet. (2) To require bells. (3) To regulate speed to a gait not slower than that allowed any other kind or class of vehicle. (4) To regulate or prohibit coasting, the carrying of children under five years of age, and the observance of road rules; and to permit speed limit to be exceeded on special occasions. (5) To regulate or prohibit sidewalk riding. (6) To provide a fine of not more than \$5, or imprisonment of one day for each \$1 of fine not paid, for each violation of above regulations. Nothing in this act affects the jurisdiction of side path commissioners. Any person arrested for violating above regulations may leave with the arresting officer either \$5 in current money, or his bicycle, as security for appearance in court. Person thus arrested must be tried within 24 hours. Failure to appear in court causes security to be forfeited. If security is a bicycle, it shall be sold at public sale, and \$5 of the money received goes to pay the fine, and the remainder is turned over to the bicycle owner. Mail notice of sale must be served on bicycle owner at least six days before sale.

It is illegal to engage in or conduct a bicycle race of longer duration than 12 hours in each 24. Side path commissioners are appointed on petition, and serve without pay. Tags are sold, and the proceeds go toward the construction of paths. Illegal to ride on any path unless a tag is affixed to the bicycle. Side paths are protected. Side path speed limit is 10 miles on passing a cyclist or pedestrian. Copies of side path law can be secured by addressing Secretary of State, Albany, N. Y. Bicycles are baggage.

NORTH CAROLINA—Capital, Raleigh. Legislature meets biennially. Next session, June, 1902. Present legislature now sitting. Information denied.

NORTH DAKOTA—Capital, Bismarck. Legislature meets biennially. Next session, January, 1901. Bicycles are baggage.

OHIO—Capital, Columbus. Legislature meets biennially. Next session, January, 1902. Dodge good roads law now in force. Side path law similar to that of New York. Illegal to place on highway any substance likely to injure pneumatic tires. Bicycles are baggage.

OREGON—Capital, Salem. Legislature meets biennially. Next session January, 1901. Annual bicycle tax of \$1.25, payable on or before March 1st. Tag furnished on payment must be affixed to bicycle. Bicycles untagged may be seized by officers and held until tax is paid. Every person who sells, trades or loans bicycles must keep a list of persons with whom he thus deals, and the lists must always be open to the inspection of bicycle tax collector. Of the \$1.25 tax, 25 cents is retained for expenses, and the remainder is expended on cycle paths. Paths

are protected. Illegal to throw on path any substance likely to injure rubber tires. The above act does not apply to 22 of 32 counties.

PENNSYLVANIA—Capital, Harrisburg. Hamilton good roads law on statute books, but not operative until appropriation is made. Side path law is somewhat similar to that of New York, except that taxation covers all bicycles instead of those of such riders as desire to use the paths. Constitutionality of law tested, and law declared illegal in Dauphin county court. Case will be carried up. Side paths are protected.

RHODE ISLAND—Capitals, Providence and Newport. Information denied. Bicycles are baggage.

SOUTH CAROLINA—Capital, Columbia. Legislature meets annually in January. Bicycles are baggage. No other legislation.

SOUTH DAKOTA—Capital, Pierre. No legislation.

TENNESSEE—Capital, Nashville. No response.

TEXAS—Capital, Austin. No legislation.

UTAH—Capital Salt Lake City. Information denied.

VERMONT—Capital, Montpelier. Legislature meets biennially. Next sitting, October, 1900. There is a general movement toward better roads, and the law now requires a state tax of 5 per cent to be expended in permanent roads. In 1898 a state highway commissioner was provided for, to see, among other things, that the tax is properly expended. Sidewalk riding is prohibited.

VIRGINIA—Capital, Richmond. No response.

WASHINGTON—Capital, Olympia. No response. Bicycles are baggage and sidepaths are protected.

WEST VIRGINIA—Capital, Charleston. Legislature meets biennially. Three systems of road legislation on the statute books. General criminal code protects bicycle tires against wilful puncture.

WISCONSIN—Capital, Madison. Legislature meets biennially. Next session, January, 1901. Joint resolution reads: Resolved, That section 10 of article 8 of the constitution of Wisconsin be amended by adding thereunto the following: The state may, however, appropriate money, to be raised by taxation, and not in any wise constitute a public debt, to be used in the construction or improvement of public highways, such construction or improvement to be made in the manner provided by law. City councils may regulate the use of bicycles, and provide for the use thereon of lamps and bells. Bicycles have same road rights as other vehicles.

WYOMING—Capital, Cheyenne. Legislature meets biennially. Next session, January, 1901. No legislation.

Willie: "Mamma, I dreamed last night that papa gave me a bicycle for my birthday, and you gave me a watch." Mamma: "But, Willie, you know dreams go by contraries." Willie: "Then you will give me the bicycle, and papa the watch?"—Brooklyn Life.



# SPORTS THAT INTEREST LEAGUE MEMBERS

## Base Ball Situation

BY ELMER E. HATES.

The club owners of the National League have made their annual invasion of the Fifth Avenue Hotel. Grape juice flowed as plentifully as in the palmy days of the national game, and the verbal bouquets which the magnates tossed at each other were big and fragrant. But, although four days' board was paid by most of the moguls, and although a great hue and cry was raised in advance of the meeting about what would be done for the good of the game, President Young's gavel fell on the final session without a finger having been lifted to relieve base ball, as expounded by the National League, from the odium which unrestricted and unrebuked rowdyism, long-drawn-out and tedious games, brutal assaults upon umpires, and the mercenary methods of the magnates have brought upon it. A few motions calculated to save expenses were adopted. Southern practice trips were abandoned by unanimous vote, as was also a rule limiting the number of players a National club may carry on its payroll after May 15 to sixteen. It was decided to have a 140-game schedule, each team playing 20 games with each other club. The season will be open April 18, and close October 6. On Decoration day and Labor day and June 17, a Boston holiday, the western teams will play in the east.

The question of the double umpire system went over until the spring meeting. It is understood a majority of the magnates favor it, but decided to wait until all the applications of prospective umpires have been filed.

An interesting feature of the meeting was the appearance before a special committee of the magnates of Chas. L. Zimmer, Hugh Jennings and Clark Griffith, representing the Players' Protective Association. Attorney Harry Taylor presented the players' demands. The National League was asked to abolish the grossly unjust "farming" system, and to adopt a rule that no player be assigned to any club without his consent. After a session, at which the requests of the players were probably given no heed whatever, this resolution was adopted and handed out to the waiting players:

"Resolved, That, inasmuch as the requests made orally by Attorney Taylor have been so merged in and confused with a large number of other new and radical proposed changes in our players' contracts, which also affect the National agreement, it is impossible to intelligently differentiate them, and that the adoption of such proposed amendments would not only be prejudicial to individual interest, but

would, we believe, be destructive to organized base ball."

Blunt and brutal answer to fair and just demands! To have accorded the players decent treatment would have meant a little unbending by the puffed-up moguls, who imagine the public is more interested in their annual wine-drinking symposium than in the fight for the base ball pennant in mid-summer.

The players did not lose their equanimity. They held a meeting and issued the following statement to the public:

1. We shall continue to stand—as we have always stood—for the avoidance of a "base ball war," if that be possible.

2. We recognize and shall respect the inviolability of all actual contractual obligations.

3. No member of our association, who during the past season played in the American League shall at present sign a contract to play the coming season in the National League, or vice versa.

4. Pursuant to our by-laws, none of the members of our association shall sign a contract for the coming season which has not been approved by our association.

(Signed) CHARLES L. ZIMMER,  
HUGH JENNINGS,  
C. C. GRIFFITHS.

Committed

Chaos is too mild a word with which to describe the condition in which this session of the National League leaves the base ball situation. The American League—on the high crest of popular favor, and seeking, as President Ban Johnson puts the case, "to build up and not tear down"—was not mentioned except behind closed doors.

President Johnson declares the American League will go ahead with its invasion of the east, placing clubs in Philadelphia, Washington and Baltimore. Boston also may be taken in. The American league will not sign the present national agreement and the National league refuses to draft another. There are many indications of a base ball war. The national agreement, be it known, is a very unique and wonderful one. In effect it says: "We, the club owners of the National league, are 'IT.' All other base ball organizations must take the medicine we dole out. We know nobody but ourselves."

The press and the public are with the American league, and for a very good reason. In the American league its president's word is law. Rowdyism is promptly punished, be the offender a substitute player or a club owner. There are no disgraceful scenes on American league diamonds. Games are played in about an hour and thirty minutes, while in the old league they are rarely played inside of two hours or two hours and a half.

The Western league is now a class A minor. This league will probably begin the season of 1901 with these cities: Indianapolis, Louis-

ville, St. Paul, Minneapolis, Kansas City, Omaha, Denver and St. Joseph.

## EASTERN LEAGUE AVERAGE

President Powers has promulgated the batting and fielding averages of Eastern league players for the season of 1900. Bransfield, of Worcester, is the best batter, having a percentage of .371. Brown, of Syracuse, is second, and Davis, of Providence, is third. The first twenty batsmen are as follows:

Rank	Name and Club	Gms.	A.B.	R.	B.H.	Pct.
1	Bransfield, Worcester	122	501	115	186	.371
2	Brown, Syracuse	97	192	12	35	.337
3	Davis, Providence	135	549	108	182	.332
4	Dolan, Springfield	126	514	86	169	.329
5	Carr, Toronto	118	490	70	160	.326
6	Buckley, Springfield and Rochester	44	170	20	51	.318
7	Bonner, Rochester	138	548	89	173	.316
8	Cassidy, Providence	138	569	96	179	.315
9	Sharrott, Worcester	118	469	96	145	.309
10	Schaub, Toronto	127	463	73	142	.307
11	Shock, Springfield	88	345	51	105	.304
12	T. Bannon, Montreal and Toronto	125	490	90	149	.304
13	J. Bannon, Toronto	131	538	99	163	.303
14	Lynch, Syracuse and Toronto	125	471	92	142	.302
15	Gilbert, Syracuse	116	440	74	106	.300
16	Kittbridge, Worcester	127	483	66	145	.300
17	Bemis, Toronto	82	283	41	85	.300
18	Walters, Providence	121	479	85	143	.299
19	Leahy, Providence	97	341	40	101	.296
20	Householder, Rochester	131	519	71	153	.295

In fielding, Urquhart, of Hartford, led the catchers; Dooley, of Montreal, the first basemen; White, of Syracuse, the second basemen; Schaub, of Toronto, the third basemen; Gleason, of Springfield, the shortstops; White, of Syracuse, Noblitt, of Providence and Lush, of Rochester, the outfielders, and Woods, of Springfield, the pitchers.

## Cup Race Plans

BY W. P. STEPHENS.

The past month has brought much important news in yachting, but the most interesting in one way is that of the sale of Defender as junk. This was announced on December 15, having just been concluded; the purchasers are Mendel, Samuels & Sons, of Newark, N. J., and the price is stated to be \$15,000. Since the announcement of the sale an offer for the yacht has been made by T. W. Lawson and it is also reported that the Herreshoffs are negotiating for her purchase. If the complete outfit of rig and sails was sold with the hull at these figures, the purchasers have a bargain, as the lead, bronze and aluminum in the hull are worth a good portion of this sum. The yacht will probably be broken up, as she is of no further use as a racing craft, and she cannot be converted into a steam yacht or a cruiser. She was built in 1895 to defend the American cup against Valkyrie III, her owners being W. K. Vanderbilt, E. D. Morgan and C. Oliver Iselin. She was fitted out as a trial boat in 1899 for the working up of Columbia. She is notable, apart from her speed and high achievements as the most costly and useless yacht built up to date, her hull being largely of aluminum and her draft of 19 feet being so great as to prohibit her use except over deep water courses offshore.

The work on the new Herreshoff cup defender has been waiting in a measure on the rebuilding of last year's Herreshoff yachts.

Yankee was first hauled out on the railway, which is in the south shop at the Bristol works; her planking was removed carefully, except about the bilge, and a plating of thin sheet steel was laid on the steel frames along the hollow of the floor and also about the topsides. After this was done the planking was replaced, each piece in its original position. In this way the whole frame was straightened and stiffened. This expensive operation adds considerably to the weight of the yacht, and is inferior in every way to such a thorough system of composite construction as should have been used at the outset in these costly boats. Following Yankee, Rainbow was hauled out last month and similarly treated, and it was not until December 14 that she was again launched, and the floor cleared for the keel of the new boat. Meanwhile, the lines and working drawings had been completed, material ordered, and much preparatory work done. The lines were laid down in the mould loft by H. P. Whitman, who has done similar work on the other Herreshoff boats, the work being completed about December 8. The first actual work was the making of the patterns for the bronze keel, stem and sternpost casting and the mould for the lead keel. The lead itself, some 95 tons, was ordered as soon as possible and shipped by rail from Denver, but it went astray, and though finally located, it had not reached Bristol up to December 17, so a new lot was ordered from New York, being received at the shops on December 20. A new melting pot was cast to replace the one cracked in casting the keel of Columbia, on January 24, 1899; two kettles being used this year, as then. The pitch of the trough, from the kettles to the mould was made greater than in 1899. The mould was set in permanent place on the cradle of the ways and banked about with earth to withstand the heavy pressure of over ninety tons of molten metal. The greater part of the lead was piled up, covered and thoroughly heated by steaming before going into the kettles, a smaller portion was piled loosely in the mould, to be partly melted and assimilated by the greater mass of molten lead. The fires were lighted under the kettles between 4 and 5 a. m., on December 22, and N. G. Herreshoff was on hand early to superintend all details of the work. By his order the kettles were tapped at 7:20 a. m., thin streams of molten metal flowing steadily into the mould, and the kettles being constantly replenished by new pigs added as the level of the metal fell. At 1:30 p. m. the mould was full and the work completed, to all appearances, successfully. The work of uncovering and cleaning up the casting began on December 24. The Tobin bronze plates began to arrive on December 23, the first lot numbering 47 crates. They are from 13 feet 6 inches to 15 feet in length and about 44 inches wide. The frames will be of steel, of the same section as in Columbia; they have already been ordered of the Pennsylvania Steel Company, Steelton, Pa., and the first lot is expected very soon; the bending floors have been overhauled and made ready for them. The plating will be of Tobin bronze, and it is stated that Mr. Herreshoff has now a process for polishing it, heretofore a difficult matter. The steel for the chain plates, anchors, etc., was received some



little time since, and this work was put in hand in the smith shop. The work on the sails is now well under way, the headsails being already completed; the material is said to be a fine Texas cotton, mercerized. Walter Coleman & Sons, Providence, will make all the blocks. The bronze keel plate which lies on top of the lead and carries the heels of the frames and the floor plates, was cast at the Herreshoff foundry last week, being in three sections. The similar plates for Defender and Columbia were cast at Bridgeport. The new yacht will probably be of similar model to Columbia, she will have steel spars, and her fittings will be similar. Mr. W. Butler Duncan, Jr., who will be in charge through the season, will have with him Captain Urias Rhodes, who was under him in Defender. The crew will be made up of picked sailors, regardless of nationality.

While the progress thus far made on the New York syndicate defender is in itself promising, the chances of again keeping the cup are further improved by the action of a spirited and patriotic Boston yachtsman Thomas W. Lawson, who has started in the face of many difficulties to build a second trial boat at his own individual expense. The scheme of a syndicate yacht from Boston was first suggested, but its promoters, chief among them being Mr. Lawson, were unable to get the necessary support. Rather than see it a failure, Mr. Lawson decided to carry it out alone. The new boat, which it is proposed to name Bostonian, will be designed by Bowdoin B. Crowninshield, the young Boston yachtsman who has been so successful as a designer in the smaller classes. The designing of a cup defender of 90 feet waterline to compete with two Herreshoff boats in the trial races is a big task for a young man whose experience is confined to yachts of 25 to 35 feet waterline, but Mr. Crowninshield has started in a way that promises at least a boat that no Eastern yachtsman need be ashamed of, whether she may prove first, second or third in the trial races. She will be a keel boat, similar in type to Columbia, and she will be built by the Lawley & Son Corporation, which means that George F. Lawley will attend personally to the construction. The lines are just about completed, and as soon as the Herreshoff boat is well started, Messrs. Lawson and Crowninshield propose to make public the general details of their boat, and she will be open to inspection while building. Mr. Lawley has in his employ, on torpedo boats and similar work, many of the men who have worked on Columbia and Defender at Bristol, in particular the man who had charge of the steel spars in 1899. The blocks will be made by Coleman & Son, and the sails by Wilson & Silsby, the noted Boston sailmakers. The preliminary work has been pushed with much vigor in the face of some very discouraging obstacles, such as previous contracts made by the builder, etc. Captain Nate Watson, the well-known eastern skipper, will be in command, and he and Mr. Crowninshield will be assisted by C. F. Adams, second, R. G. Emmons, and other eastern amateurs. Mr. Lawson is not a member of the New York Y. C., and, consequently, his yacht can have no legal standing in the trial races, but it is practically assured that she will be admitted by the New York Y. C.

While the command of the new yacht has been offered to Capt. Watson, the old skipper of Volunteer and Defender, Capt. Hank Haff, has just been in Boston on the invitation of Gen. Paine, and he may be also associated with the Lawson boat. Still another defender is now under discussion, a center-board boat of the old skimming-dish type, to be designed and built by C. C. Hanley, of Quincy, Mass., for a syndicate as yet unnamed. She is to be of wooden construction with solid wood spars and all ballast inside. It is estimated that such a yacht can be built and tested for \$75,000, and the experiment will probably be tried.

There is no further news about the new challenger, except that two large yachts from Watson's designs are building on the Clyde, one for Sir Thomas Lipton, and the other for an unknown owner, supposed to be the Prince of Wales or the German Emperor. Everything relating to the dimensions and details of the two is enveloped in deep secrecy. A late report states that both yachts are for Sir Thomas Lipton.

## Foot Ball Records

The New York Sun picks the following two representative "All-American" college teams:

First eleven.	Position.	Second Eleven.
Campbell, H.	Left end	Smith, W. P.
Bloomer, Y.	Left tackle	Wallace, Pa.
Brown, Y.	Left guard	Teas, Pa.
Wright, Col.	Centre	Sargent, H.
Hare, Pa.	Right guard	Sheldon, Y.
Stillman, Y.	Right tackle	Lawrence, H.
Hallowell, H.	Right end	Coy, Y.
Daly, H.	Quarter back	Fincke, Y.
Weekes, Col.	Left half back	Sawin, H.
Morley, Col.	Right half back	Chadwick, Y.
Hale, Y.	Full back	McCracken, Pa.
H—Harvard. Y—Yale. Col.—Columbia. Pa.—Pennsylvania. W. P.—West Point.		

It is impossible to overlook the work of the following men, too, who, though not classing with the members of the above elevens, are entitled to honorary mention:

Ends, Van Hoevenberg, Columbia, and Gould, Yale; tackles, Alexander, Cornell, and Austin, Columbia; guards, Dana, Princeton, and Lee, Harvard; centers, Olcott, Yale, McCloskey, Pennsylvania, and Bruce, Columbia; quarter backs, Sykes, Columbia, and Wear, Yale; half backs, Sharpe, Yale, Kendall, Harvard, Reiter, Princeton; Morrison, Cornell, and Potter, Pennsylvania; full backs, Cure, Lafayette, Ellis, Harvard, Starbuck, Cornell and Berrien, Columbia.

### THE SEASON'S WORK

Yale's overwhelming defeat of Harvard on November 24th, by a score of 23 to 0, settled most decisively the supremacy of the Blue over the Crimson, after all but these two championship aspirants had by defeat been put of the running. This game ended a most unusual season, during which not a single college team in the country played out its schedule without being scored against in at least one contest. The unprecedented downfall of Princeton was a striking feature of eastern contests. The Tigers were bad from the start. Scored against by Lehigh in the second game of the season, they disposed of

fair-to-middling teams by scores not at all creditable in several instances, only to wind up the season with three successive defeats at the hands of Cornell (0 to 12), Columbia (5 to 6), and Yale (5 to 29). Cornell and Columbia both made better records and must now be considered among the first six, of which Princeton is now sixth. Yale's record is superb, as was Harvard's also until in the fatal closing contest.

In the west honors were even between Minnesota and Iowa, with Wisconsin third. Iowa won seven of eight games and Minnesota nine of ten, each playing one drawn contest. Each team was scored against three times, and neither team failed to score in any contest. Iowa's scoring record, both aggressive and defensive, is better than that of Minnesota, and in this point alone is there an item favoring one of the dual champions above the other.

The statistics of eastern and western campaigns follow:

Eastern Teams.	Games Played.	Won.	Lost.	Tied.	Percent.	Times Scored.	Times Opponents Blank.	Times Scored.	Times Blanked.	Season's Score.	Average Score.
Yale	12	12	0	0	1,000	2	10	12	0	336-10	28.0-0.8
Harvard	11	10	1	0	.909	4	10	10	1	265-44	18.6-4.0
Pennsylvania	13	12	1	0	.923	9	13	9	0	335-45	26.2-3.5
Cornell	12	10	2	0	.833	5	10	10	2	168-55	14.0-4.6
Columbia	11	8	3	0	.727	6	8	3	3	124-77	11.3-7.0
Princeton	11	8	3	0	.727	6	10	1	1	169-57	15.4-5.2
Western Teams.											
Iowa	8	7	0	1	1,000	2	8	0	0	311-12	38.9-1.5
Minnesota	10	9	0	1	1,000	2	10	0	0	272-23	27.2-2.3
Wisconsin	10	9	1	0	.900	2	10	0	0	305-11	30.5-1.1
Northwestern	12	10	2	0	.833	4	9	3	3	121-43	10.1-3.6
Chicago	13	10	2	1	.558	2	10	3	3	181-135	13.9-10.4
Michigan	10	7	2	1	.777	4	6	9	1	117-55	11.7-5.5

Table of games among the "Big Six":

Eastern Teams.	Yale	Harv.	Penn.	Corn.	Col.	Prin.	Won.
Yale	•	1	0	0	1	1	3
Harvard	0	•	1	0	1	0	2
Pennsylvania	0	0	•	1	1	0	1
Cornell	0	0	0	•	0	1	1
Columbia	0	0	0	0	•	1	1
Princeton	0	0	0	0	0	•	0
Lost	0	1	1	1	3	3	3
Western Teams.	Iowa	Minn.	Wis.	N. W.	Chgo.	Mich.	Won.
Iowa	•	0	0	1	1	1	5
Minnesota	0	•	1	1	1	0	3
Wisconsin	0	0	•	0	1	0	1
Northwestern	0	0	0	•	1	0	1
Chicago	0	0	0	0	•	1	1
Michigan	0	0	0	0	0	•	0
Lost	0	0	1	1	3	2	2

t—Tied game.

### BREVITIES

The season was productive of eleven fatal accidents on the gridiron, 62 serious injuries and at least 150 minor injuries. As compared with last year, the fatalities resulting from the great college fall outdoor sports show little increase. The number of deaths are slightly in excess of last year, but the injured list is about the same in number. Of the deaths, three were due to internal injuries, three to injuries of the spine, while five were due to

the following causes: Concussion of the brain, blood poisoning, fractured skull, paralysis and hemorrhage of the brain. Of the 62 serious injuries there were 14 broken collar bones, 10 broken legs, 9 broken noses and 8 dislocations, the remainder being made up of simple and compound fractures.

Williamson Pell has been re-elected captain of the Tigers, and Robert C. Gordon, of Waynesboro, Pa., has been named as manager.

## On Winter Links

On November 25th, Willie Campbell, professional, died at Dorchester, Mass., and on December 12th, Thomas Hutchinson, also a professional, died at the winter home of William C. Carnegie, of Pittsburg, Pa., on Cumberland island. He was thrown from a pony

and died after 38 hours' intense suffering. Mr. Hutchinson was 21 years old.

Mr. Campbell was well known both in America and Great Britain. Born at Musselburgh, Scotland, thirty-eight years ago, he early became a caddie on those famous links, with David Brown, Willie Park and Willie Dunn. The conspicuous event in Campbell's career was his defeat of Bob Ferguson, the three times world's champion, in 1879, Campbell being only 18 years old at the time, on the Prestwick course.

A great storm was on at the time and the greens were under water in many places. Lack of experience prevented him from defeating the ultimate winner of the championship at that time.

Campbell's strong point was his match play. In 1892 an admirer offered to back him against the world. He was then 20 years old. In 1893 he challenged the world himself. A remarkable series of matches filled in the next five years, during which Campbell administered defeats to some world famous players.

Campbell was one of the very first foreign professional golfers to come to this country, and his coming was due to W. B. Thomas, now president of the United States Golf Association.

Campbell's career was a marked illustration of the unfairness of holding the open championship on the medal play basis, for time and again, both here and in England, Campbell failed to win the title, yet proved his undoubt-



ed superiority over the winner of the championship at the match game by defeating him afterward at this style of play.

Campbell was a large, slow man, a typical and thorough Scotchman. His natural dignity and courtesy won many friends for him and his career, on the whole, was of the kind that elevates professional golf. When he was here at the amateur championship, carrying Lockwood's clubs, Campbell was seen to be in poor health, but it was not thought that his span of life was so near its end. He looked fifteen years' older than he really was.

#### FEARS AMERICANS

The Field (England) comments good-naturedly, but rather fearfully, on the changes which may occur in golf, now that America has taken it up with such vigor. It traces the spread of the game in the north and south of Great Britain and dilates on the present supremacy of the southerner, adding:

"Some day, it is very probable, American influence will dominate both. The passion for improving anything he touches is strong with the Englishman. With the American it is perhaps stronger still, and it is difficult to say what new departures in this ancient and honorable game may not soon be initiated to vex the soul of players of the old school."

Continuing, the Field somewhat sorrowfully notes the invasion of the "bogey score," handicapping and medals for prizes, saying:

"A single or a foursome in its pristine simplicity no longer gives general content. The future of the game, now America has taken it up so warmly, is likely to witness some new and strange developments."

## GENERAL SPORTS

### NEW RULES FOR BASKET BALL

The Basket Ball Committee of the A. A. U. has revised the rules of that game as follows:

After the violation of each rule a foul is to be called and the official who is to call it is named in each case. Rule 11, section 18, has been changed as follows: The man who dribbles the ball with both hands cannot again touch it with both hands until the ball has been played by some one else. Last year's rules permitted this if the ball was touched by some one else. Further, the player who dribbles the ball cannot throw for goal until the ball has been played by another player. That player may throw for goal or return it to the man who dribbled it, who may then, if he desires, throw for goal.

Rule 11, section 27, has been changed as follows: After an attempt for goal from outside the boundary line the ball, whether the goal is made or not, must be thrown up in the center of the field, and the goal, if made, does not count.

The referee calls three fouls, namely, rule 7, section 9, and rule 11, sections 35 and 38. This adds one more foul to the referee's duties.

To rule 12, section 4, this statement has been added: A protest must be presented in writing within forty-eight hours.

The following statement has been added

to rule 11, section 1: The ball must enter and remain in the basket until after the referee's decision of said goal. This of course, means that the official goal must be used in match games, and that the bottom of the basket is not to be cut out. Discussion has arisen in a number of clubs as to whether a throw resulted in a goal or not, because the ball passed so rapidly through the basket that it left the spectators in doubt as to whether a goal were made or not. This will be avoided if the bottom is left in the basket, as is intended by the rules. This was not specifically stated in last year's rules.

#### TENNIS RANKING

The official ranking of the American tennis players for 1900 by the ranking committee of the United States Lawn Tennis Association, together with the handicaps for next year, have been announced as follows:

Class No. 1 (owe 3-6), M. D. Whitman; Class No. 2 (scratch), D. F. Davis, W. A. Larned, Beals C. Wright; Class 3 (2-6), K. Collins, G. L. Wrenn, Jr., H. Ward, L. E. Ware; Class 4 (3-6), J. A. Allen, R. D. Little, H. H. Hackett; Class 5 (4-6), C. S. Hardy, J. P. Paret, E. P. Fisher, W. J. Clothier, R. Stevens; Class 6 (5-6), H. Foster, Samuel Hardy, J. C. Davidson; Class 7 (15), L. Waidner, E. P. Larned, F. B. Alexander, J. A. Carpenter; Class 8 (15 1-6), A. Codman, K. Horton, G. S. Keyes, A. F. Fuller; Class 9 (15 2-6), I. C. Wright, W. C. Grant, H. A. Plummer, S. Ware; Class 10 (12 3-6), H. E. Avery.

#### From Day to Day

##### NOVEMBER

25—Gus Lawson 1, Nelson 2, 15-mile match, in 25:12, Los Angeles, Cal.

29—Elkes 1, McFarland 2, 10-mile pursuit race, in 25:32, Baltimore. Newkirk, King and Stone-Judge win races at Los Angeles, Cal.

##### DECEMBER

1—Ohio supreme court declares wide tire law constitutional, Columbus.

2—Downing and Stone win races at Los Angeles, Cal.

8—Sam'l. M. Warns, Baltimore, elected president of the Century Road Club, Chicago. Chas. W. Heaton, Cleveland, re-elected president of the American Century Wheelmen, Chicago. Michael 1, Stinson 2, 15-mile match, in 27:56 2-5; Taylor 1, Cooper 2, in straight mile heats, New York City. Jos. B. Stark, trick cyclist, killed at amateur circus, New York City.

10—Six-day team race starts, New York City.

14—Fowler Cycle Manufacturing Company's plant burned; loss reported at \$70,000, Chicago.

15—Presidential candidacy of Horatio S. Earle, of Michigan, announced, Detroit. Six-day team race ends. Score—Elkes and McFarland, Americans, won, covering 2,628 miles 7 laps; Pierce and McEachern, Canadians, second, covering 2,628 miles 7 laps; Gougoltz and Simar, Frenchmen, third; Kaser and Ryser, Germans, fourth; Fisher and Frederick, Germans, fifth; Waller and Stinson, Americans, sixth; Babcock and Aaronson, Americans, seventh; New York City.

17—Major Taylor, American sprint champion, signs to ride in France during 1901, New York City.

## State Organization as the Unit in the L. A. W.

By W. H. HALE

Secretary New York City Consulate

With the collapse of the cycling fad, as a fad, it was to be expected perhaps that membership in the League of American Wheelmen would shrink. Still the prospect of shrinkage is not pleasant to the faithful, and continued shrinkage is still more distasteful. It is necessary then for those members who remain, and who take an active interest in the welfare of the organization, to devise some measure or measures looking to the getting of new members, and the retaining of the present membership. Various plans have been proposed, the most prominent one at present being the centralization of League affairs by the abrogation of state divisions, and the placing of directive powers in the hands of the national officers. The presumption is that with all power in central hands, state officers would be the appointees of the national body, and as such would be directly under its control, and the friction which now exists in some quarters between division and national officials would be done away with. But this idea seems to the writer to be an erroneous one.

It is, in the first place, in direct opposition to the workings of American institutions. The United States is not a paternal government, but a democratic one, and in it "the people rule." Then, too, for a national body to take cognizance of all the details of state and local matters is a practical impossibility, by reason of the extent of our national territory. Furthermore, the percentage of membership varies greatly in different sections of the country, and it would be difficult to properly apportion the work and benefits of the organization. The experience of all organized bodies is against centralization, as tending to reduce membership and decrease interest.

With the L. A. W., as with all other social bodies, personal interest precedes membership, and the heads of a national body cannot give the personal attention, even by proxy, that is an absolute requirement in proselyting. The writer decidedly favors the idea of having the state organization the unit, with full initiative powers, with full control of its finances, and with a national body composed of delegates from the state bodies, forming what might be termed a supreme lodge, an honorary rather than a necessary body, through which the various state organizations might affiliate. In such a manner the national organization would be preserved, and all its honors retained intact; but it would be relieved of the tedious details of state and local management.

With the state organizations in positions to carry out their own work in the manner and by the methods best suited to their various localities, the local work would be more completely and carefully done, because there would be the element of personal interest in its completion. That this is so may be seen

by the history of a purely local movement that started in the state of Connecticut several years ago. The Connecticut Division of the L. A. W. had at that time dropped to a very low ebb. There was little interest among the officials, and less among the members. Several prominent wheelmen in the central part of the state, despairing of getting the League waked up to its own interests in the matters of sidepaths and good roads, started a local wheel organization, called the State Federation of Cyclists. In a few months it reached a membership five or six times that of the Connecticut Division of the L. A. W., and numbered among its members many of the prominent workers of the League itself. This organization greatly benefited wheel matters in Connecticut, it even benefited the state division of the League, which saw what could be done by local effort, and which since that time has considerably increased its activity, its membership, and its influence.

The same thing can be done elsewhere, and if it is done by the state divisions of the L. A. W.—acting in their independent capacity—instead of allowing it to be done by independent cycling organizations—the national body of the L. A. W. will regain its former prestige, and the great cycling public will see, without argument, the value of membership in the League of American Wheelmen.

#### Wasted Philanthropy

"When a man asks you for vinegar," said the cashier of the baby national bank to me yesterday, "don't offer him wine. It's all a mistake. Very likely he knows better than you do what he wants, and you may go out of your way to disoblige him. Here's an example: A customer of ours wired us, the other evening, for some funds by telegraph. The bank was closed and the telegram was sent to my house. I called for a messenger, to send word to our eastern correspondents what to do, and when the boy arrived on his wheel he waited barely to jump off before he asked whether he might have a glass of water. Of course he could. I went in to get him the water, when a member of my family, a born philanthropist, suggested that a glass of milk might be more acceptable. So I got him the milk. The boy emptied the glass and then asked for a glass of water. When I brought it he remarked that he needed the water for his bicycle lamp. His carbid was getting dry and he needed the light. I think that glass of milk was a sheer waste."

"What was the peculiarity of Methuselah?" asked the teacher. "He lived to be very old without ever learning to ride a bicycle," answered the smart boy.



## L.A.W. MAGAZINE

### AND GOOD ROADS

OFFICIAL ORGAN OF THE

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## Happy New Year

The bicycle purchaser will have many new things to choose from in the spring of 1901, and these range all the way from complete and effective motor bicycles and tricycles to ball bearing tire valves in which the number of parts is reduced and many of the troubles that valves are heir to are overcome. Among the good things that will be on the market next spring is the highly-perfected bevel gear bicycle, the success of which is beyond question. Its objectionable features have been overcome, and tradesmen may safely advocate its constant use. The perfected coaster-brake seems destined to prove the most popular attachment ever placed on the market. This device has already proved its worth, and it is not stretching the truth as to the outlook to say that in 1901 the bicycle without a coaster-brake will be almost a novelty. There are the motor bicycle and the motor tricycle. These are radical improvements on the present day bicycle, and, while not yet completely perfected, there can be no doubt that they are already marketable. Another distinct improvement in bicycles is the cushion-frame, the worth of which has already been so well demonstrated that cushion-frame models will be included in nearly every high grade line of bicycles made in this country. Need more be said in its favor?

For the rider that is seldom satisfied with the ready-made machine, the made-to-order model is now being offered, and he may have long cranks and high gear, or otherwise, as he likes. An Eastern bicycle maker offers a new crank bracket construction that is novel, worthy and deserving of favor. An Eastern parts maker offers a flush head-set of genuine merit, and still another maker is producing a hanger that is simplicity itself. Axles which enable their users to remove wheels without springing the forks or disturbing the adjust-

ment form another prominent offering of the season, while spring-posts greatly improved over previous models can be secured in any number of styles. Handle bars are full of talking points. One kind can be adjusted to many different positions without altering the distance between grips, and there are a number of forward extension bars that give evidence of perfect construction and novelty. Gas lamps may now be fitted with a tip, to be taken apart and cleaned at will, and this is a point that every gas lamp user will appreciate. And then there are inter-tubes the ends of which positively will not blow out, double tube tires with continuous inner tube secured by means of a novel coupling, and ball bearing valves with the number of parts reduced to the minimum.

These are but a limited number of many novel offerings for which next year's market will be noticeable; but they serve to indicate the truth of the oft-repeated assertion that finality is far from having been reached in the production of the bicycle and its accessories.

An excellent point in the practical economies of good roads and the great advantages to be derived by the farmers of this country through the improvement of the rural highways is contained in the remarks made by Secretary Wilson of the Agricultural Department in Washington, anent the November corner in corn. Mr. Wilson said:

"I understand the price is due to the corner, and the farmer, to be benefited, must get his corn to market at once. Just now the farmers of the great corn belt are not able to market their corn because of the condition of the roads, but, generally speaking, the advance in the price of corn to 50 cents a bushel for the No. 2 grade will result in good to the farmers. It is impossible at this time to say to what extent the farmer will participate in the advantages following the rise in the price of corn. That, as I have stated, will depend entirely upon the amount of corn he is able to place upon the market while the price lasts. Fifty-cent corn, even if due to a manipulated corner in the stock market, is not harmful to the farmer; it is beneficial."

It would be difficult to add anything to these assertions to increase their force as a powerful argument to win the support of the farmers for the improvement of our roads, but it might be observed that the impassable condition of the roads in the latter part of November doubtless was a leading factor in making the corn deal a success for Phillips and his partner, since the mud prevented the farmers rushing such No. 2 corn as they had to market and breaking the corner. If there are to be such corners in products of the soil, it is reasonable for the agriculturalists to reap at least some of the benefit of the increased prices of such products.

The Ohio Supreme court has declared that Section 4,904, Revised Statutes, giving to county commissioners the power to prescribe the increased weight over 200 pounds that may be carried in a vehicle having a width of tire of three inches or upwards, over certain improved roads in their counties, is not unconstitutional. This marks another step forward in the matter of the preservation of good roads.

## THE WORK OF SIDE - PATH BUILDING

How New York Has Set an Example to Other States.

By PERCY F. MEGARGLE, New York Side Path Commission

In all the state of New York, so famous for its sidepaths, no other county equals Monroe in the number of paths it contains, or in the general good riding condition the paths are kept. It is to this county's commission that newly organized sidepath committees in other states look for instructions.

While the first twenty miles of paths in this famous system were constructed by funds raised by a local newspaper, the Post-Express, it is to the Rochester consulate of League of American Wheelmen that all thanks should

side by a narrow path alongside the curb, all controlled by the newly appointed commissioners, it was a comparatively easy matter to compel all riders to purchase tags, as they were sure of being captured and fined if caught riding on any path without a license tag.

Unlike many of the sidepath commissions, the Monroe county body made a thorough canvass of the wheelmen to find out at what price the tags should be sold. Slips with columns to be checked at 25c, 50c, 75c, and



ENTRANCE TO ROCHESTER-SCOTTSVILLE PATH.

be tendered. To this body of enthusiastic wheelmen the Post-Express management turned over the paths it had constructed, and it was the L. A. W. sidepath committee, appointed by the Rochester consulate that collected the funds and carefully expended them until Monroe county had 130 miles of good paths, and this all before the passage of any sidepath law or the collection of fees, unless voluntarily subscribed, from any bicycle rider making use of the paths.

In February, 1897, the consulate held a cycle show in the town hall, the net proceeds of which were used in path construction. This show netted \$2,970.07. From the members of this consulate Judge Sutherland named his first sidepath commission under the Monroe county sidepath law, some time before the New York state sidepath law was passed.

With 130 miles of fine path, running out into the country on all sides, and with the unrideable city streets of Rochester skirted on one

\$1, were printed and distributed among all the city and county bicycle stores with requests for all wheelmen to sign and check the price they thought most reasonable for a license fee. While many checked the higher figures, the majority of riders agreed that 25 cents was sufficient, and that figure was then fixed.

The commissioners had no idea how many wheels there were in Monroe county, and at first ordered 5,000 sidepath tags. These were made of celluloid with a metal rim, to be attached to the head of the bicycle, although there was no place named in the county law to which they were to be affixed. In consequence, the tags were placed in the most unexpected parts of the bicycle, in many cases the wheelmen thinking it a great joke to tack the tag on underneath the saddle, and after being placed under arrest for not having a tag to point to their license badge where it had been hidden from view.





THIS CREW BUILT 120 FEET OF PATH IN 17 MINUTES. ROCHESTER, SEPT. 28, 1899

Another mistake was in having celluloid as a part of the tag. The readiness with which celluloid takes fire is known to every school boy, and it became a common occurrence to find one's machine with the sidepath tag burned. A match or even a cigar stump was all that was necessary to totally eliminate any trace of a tag.

However, despite the many troubles of the newly appointed commission, 40,000 tags were disposed of during 1898, and the sum of \$10,000 received into the treasury to be expended as the commissioners saw fit. A novel manner was made use of in disposing of the first 100 tags. These were auctioned off at the court house to the highest bidder and brought in over \$150. Number 1 sold for \$15, and was purchased by a prominent politician. Others brought smaller figures, yet the total was much more than could have been secured by selling them at the regular figure, 25 cents.

Until the passage of the New York state law, the only counties to have sidepath commissions were Monroe, Niagara, Albany and Oneida. In Niagara county, Charles T. Raymond, a prominent L. A. W. member, proved a hard worker for the cause and not only passed a Niagara county sidepath law, somewhat similar to the Monroe county law, but was instrumental in drafting the New York state sidepath law, which has been largely copied in other states. In 1897, Mr. Raymond endeavored to bring up his state law, but it was feared by the good roads people in Albany that should the sidepath law be acted upon then it would hurt the good roads bill, and it was, therefore, laid over.

While Monroe county had a larger mileage of cycle paths and only charged 25 cents a year for a sidepath tag, Niagara county charged 50 cents, Albany county \$1, and Oneida county \$1. To adjust the several questions that from time to time made their appearance, and to encourage other counties to become interested in sidepaths, a convention of sidepath workers was called to meet in Rochester on November 12, 1898.

The Monroe county sidepath bill went through with little opposition, but the Albany county Sidepath Commission was formed un-

der much more difficulty. The wheelmen themselves resisted it, some from honest motives, but the majority from selfishness. At one time it seemed as though the plan would fall through, but owing to the persistent effort of Messrs. John D. Chism, Jr., and S. W. Rowell, the bill finally became a law. After the law was passed, the great trouble came from the riders of Troy, Lansingburg and Rensselaer, separated from Albany county by the Hudson river. They used the path without tags, as no sidepath law existed in their counties. Nor was this all, for every sneak who used the path without a tag claimed one of these towns as a residence, when overhauled by the sidepath police.

In the first Albany county law no designated place for attaching the tag was named, and they experienced the same trouble Monroe county had gone through. It was this county which first solved the problem by establishing the left front fork as the only place a tag could be lawfully attached.

After a sidepath commission is appointed,

its first business is to file the acceptance of the office, organizing the board by appointing a chairman or president, a secretary and a treasurer. Whoever accepts one of these positions must expect to do a lot of work without any compensation and to be the subject, in some cases, of much unpleasant criticism. There are always those who claim that the money is not honestly expended, although under the New York state law, all the money is kept by the county treasurer, and disbursed by him on warrants signed by a majority of the Board of Commissioners, accompanied by vouchers. These bills being in the custody of a public officer, can be inspected by anyone who wishes to take the trouble to look them over.

The next step is to adopt a suitable badge or tag to be attached to the bicycles. These badges should be strong and neat, with at least one figure large enough to distinguish the badge of one year from that of another year. Too much cannot be said of selecting a neat and easily adjusted sidepath tag. Don't

use celluloid, and don't compel the riders to take off a wheel or otherwise to dissect their machine to place the badge in its position on the left front fork.

After a badge has been selected, an auction of the first fifty or one hundred numbers will generally add greatly to the total revenue to be received. For the convenience of the public, these badges should be placed on sale in cigar, drug and bicycle stores throughout the county.

A mass meeting of enthusiastic wheelmen, with one or two good speakers and a request for donations to start the agitation, is a good thing for new commissioners to commence with. Refreshments can be sold, and possibly dancing indulged in, for which a charge can be made, the proceeds going into the treasury. The law will not allow any money to be spent that has not already been raised, nor will it admit of the issuing of bonds.

Make it a rule not to replace a stolen badge, for just as soon as the commissioners commence to do this they will be obliged to supply family after family with tags enough to go all the way around for one real purchase. Inasmuch as anyone can use, until detection, a stolen or lost tag, the person who loses the tag must suffer the same as though losing a bell or cyclometer. All badges should be numbered consecutively, and a reward offered for the arrest and conviction of anyone stealing sidepath tags.

The commission treasurer should have a cash book, which can always show the receipts and disbursements. The secretary should have a book and keep a full record of the proceedings of all meetings held by the board. It is an excellent plan to have cards printed so that every applicant for a badge can write his name and address thereon; and the person selling the tag can affix his name, the number of the tag and the name of the machine, thus leading to the restoration of stolen wheels by the sidepath tag.

Don't knock your bicycle about. Treat your wheel as a friend. It pays. Neglect is the mother of disaster.



DELEGATES TO SECOND ANNUAL NEW YORK STATE SIDEPATH CONVENTION, ROCHESTER, SEPT. 28-29, 1899.



# L. A. W. Official Department

## A New Century

Is taking us under its wing, and with the century come new opportunities for all of us. None of us will see the dawn of another century, but this one is surely ours.

It is a time for good resolutions, and it is also the time when men laugh at those who resolve. All time is ripe for resolutions on the part of those who intend to keep them. The New Year resolver resolves because it is seasonable to do so. It is quite the fad.

One thing we are now well rid of and that is that much over-worked phrase *fin de siècle*. We are looking for a successor. The world enjoys a catch phrase, and it is sure to come.

The L. A. W. is on the point of making resolutions. If such are well made we have a bright future, but failure is sure to follow a mistake at the outset.

New ideas must prevail. We should not dig up worn-out schemes that were buried long ago. Experience should go for something.

Quite a few members favor an annual meeting in the summer time. We tried that till we found it ill-suited to our purposes. The annual meeting should be a business gathering pure and simple. Mix it up with days of pleasure and you divide interests. You can't keep men at work when dinner is on the table.

Scarcely a meeting of the national assembly but results in some radical change in the scheme of work and in the officials. New officials and new ideas should begin the season, not enter at the halfway. As we now have it our financial year is the same as the calendar year. By February all accounts are made up and audited and the assembly is ready to start out upon the new year with such new ideas as may be adopted.

Our season is a short one and runs from April 1 to October 1. We should travel through it and make the most of it without breaking in to the middle of it with a change of policy.

One other thing was found to militate against the mid-summer meet. Delegates were pulled away from the meeting by the attractions of the social features. At New York in 1883 it was impossible to get a quorum after the first hour; at Boston, in 1886, a very few were at the meetings. It was about this time that we decided to separate the two functions. The separation was made without a dissenting vote. Since that time we have had strictly business meetings and it has been to our great advantage.

There is just one more point to be raised against the summer meeting. It is the time for vacations and men have their minds fixed upon the seashore or the mountains. Between a restful time at the resorts and a week given over to business some of us know which will be chosen. Ask yourself.

In the way of a new paramount object it has been suggested that we give up the good roads movement and bend all our energies in the direction of cycle paths. This is a many-sided question. On the one hand we are the pioneers in the good roads movement and the work is hardly begun. The future is bound to see wheelmen and the automobilists united for highway improvement. The U. S. government is doing good work and will do more. We cannot turn aside from the cause that has been so dear to us.

How is it about sidepaths? It has been said by some people that the L. A. W. does too much work for the general benefit. That all wheelmen profit by good roads and baggage bills and that, as they do not have to, they will not, contribute to the cause by joining us. The sidepath movement is wholly a selfish

one and the wheelmen who do the work get the direct benefit. Does the League benefit? That is the nut of the question.

It has been asserted that the League steers a sidepath bill through the legislature and sidepaths are constructed. Wheelmen are charged a dollar for a tag and when they have paid this they have no dollar for the League. Several divisions have refused to push the sidepath business for fear wheelmen would desert to the sidepath. We don't know to what extent the assertions are true, but they suggest a course of procedure that will secure to the L. A. W. the full benefit of its endeavor.

The sidepath scheme should be kept within the control of the L. A. W. If it gets away from us all our efforts have been in vain. We should be wise enough to find the way.

There is nothing exclusive in the good roads cause. We have done much for others in our crusade for good roads, but we have been greatly benefitted ourselves. It is a movement that commands the respect of everybody. It secures for us the support and sympathy of the better classes. It places us before the public in a very creditable light. It is our best advertisement. We cannot afford to give it up.

The sidepath is a line of work that should receive our attention, but with the story of the shoemaker and the camel before us we should look to our plans and see that our efforts to benefit wheelmen will not do us harm. Properly safeguarded the idea is a most worthy one.

The national assembly will be held, this year, in the city of Brotherly Love. Here's hoping that brotherly love may prevail.

We are not disturbed this year by any too great earnestness over a place for the annual meet. Even Coney Island makes no sign.

Massachusetts is first in the field with a presidential candidate. Chief Consul Perkins has done a great deal for his division and the members appreciate him.

Chief Consul H. S. Earle, of Michigan, is also in the field under a nomination by his division. Chief Consul Earle is first, last and always a good roads advocate. He is a hustler and a hard worker. His platform states that he will personally visit and hold good roads meetings in every division where there is a hundred members.

Closely following the apathy in the west regarding League affairs comes the announcement that thirty-two western railroads have decided to make a minimum charge of twenty-five cents for each bicycle carried in baggage cars. It was to be looked for and it has come. The usefulness of the League is being demonstrated every day by just such things as this.

## The League of American Wheelmen

Is an organization to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways by promoting in the public mind a sense of the utility, general economy, and desirability of high-class roads, and persuading legislators to make laws and provide money to create better highways. We have influenced, already, very much legislation, but our work is no more than begun. We need the influence and the contribution of every wheelman to further this work.

We protect our rights and promote our interests by influencing legislation favorable to wheelmen, and by opposing the same if prejudicial to our weal.

In brief, we seek by co-operative endeavor to secure results not otherwise obtainable.

We invite every man of good character who

rides a wheel to join us in prosecuting the good work we have undertaken.

Every full-paid member is entitled to the Official Organ, which is published monthly.

By co-operative endeavor, we publish road books, maps, hand books, etc. The work of collecting and compiling is done by our zealous members and thus we do the work at small expense and give our members the benefit.

Our Hotel system gives to members a discount at hotels when traveling.

Our Consul system provides a man in every town and city whose duty it is to assist touring members. Our spirit of fraternity unites wheelmen in a common brotherhood.

Our system of Repair Shops secures repairs to League members at reduced rates.

Our agitation and work in the legislatures of different states has given to wheelmen the free carriage of wheels as baggage on the railroads. Our work in this direction is incomplete. We have done much, but much remains.

Membership in the L. A. W. entitles one to receive a ticket of membership in the Cyclists' Touring Club of Great Britain. The C. T. C. has a very complete system of hotels, consuls, repair shops, etc., in Great Britain and on the Continent, and the use of these at reduced rates, is at the command of ticket holders. Holders of the C. T. C. ticket can obtain free entry of their cycles into France, Germany, and other continental countries, but if they intend visiting Belgium, Switzerland, Italy or Austria, it is recommended that they become members of the C. T. C. The latter countries require that the ticket must contain photograph of the holder and the official stamp of the C. T. C., which must be applied at the London office. Great Britain has no customs duties on wheels.

We have an arrangement with the Canadian Government, whereby members of the L. A. W. may take wheels into Canada, for a period not to exceed three months, without a deposit of money for the duty. The L. A. W. personally guarantees the return of the wheels to America and thus stands behind the member. Non-members must deposit \$25.00. We supply, gratis to members, a ticket of membership in the Canadian Wheelmen's Association, which will secure hotel and consul privileges in Canada.

Our Touring Department collects and distributes information regarding routes and tours, and its services are at the command of our members at all times.

If the L. A. W. should do nothing for wheelmen for many years, there is not a wheelman in the United States but owes it his support for what it has done in the past.

It costs Two Dollars for the first year. One Dollar for each year thereafter. These amounts include a yearly subscription to the Official Organ. If the paper is not desired, send 25 cents less in each case.

## Officers for 1900 and 1901

President, CONWAY W. SAMS,  
Bank of Baltimore Building, Baltimore, Md.  
First Vice-President, ROBT. T. KINGSBURY,  
Keene, N. H.  
Second Vice-President, A. B. CHOATE,  
Temple Court, Minneapolis, Minn.  
Treasurer, J. C. TATTERSALL,  
Box 329, Trenton, N. J.  
Secretary, ABBOT BASSETT,  
Russia Building, 539 Atlantic avenue, corner  
Congress street, Boston, Mass.

## National Committees

MEMBERSHIP—  
W. A. Howell, chairman, Box 1073, Rockville,  
Conn.  
Frederick C. Stillson, Battle Creek, Mich.  
Chas. W. Mears, Seneca and St. Clair sts.,  
Cleveland, O.  
RIGHTS AND PRIVILEGES—  
Herbert W. Knight, Prudential Bldg., Newark,  
N. J.  
George E. Miner, Potter Bldg., New York  
City.  
W. M. Gleen, Tribune, Kan.  
RULES AND REGULATIONS—  
Albert Mott, chairman, W. Arlington, Md.  
Herbert W. Hayes, 70 Kilby st., Boston, Mass.  
Thomas Hare, 2035 No. 13th st., Philadelphia,  
Pa.

## IMPROVEMENT OF HIGHWAYS—

H. B. Fullerton, chairman, Hollis, Long  
Island.

## TOURING—

Geo. M. Schell, 639 Bourse Bldg., Philadel-  
phia, Pa.

## PRESS—

Geo. L. McCarthy, 242 East 124th st., New  
York City.

## Proposed Amendments to L. A. W. Constitution and By-Laws as Recommended by the Special Committee

The following is the schedule of amendment of the constitution of the League:  
Constitution of 1900. This constitution.  
(New). Preamble.

## ARTICLE ONE.

Sec. 1—Name of the "Continue" inserted.  
League.  
Sec. 2—Object of the Merely rewritten.  
League.

## ARTICLE TWO.

Sec. 1—Local govern- ment. Clauses a-d. Sec. 2 and 3—Status of divisions. (New). (New). (New). (Art. 3, Sec. 1-b-j amended). (New). (Art. 3, Secs. 5 and 6 amended).	Rewritten and renu- mered Art. VI, Sec. 1. In by-laws, omitted. In by-laws, omitted. Sec. 1—Active mem- bers. Sec. 2—Contributing members. Sec. 3—Honorary mem- bers. Sec. 4—Junior mem- bers. Sec. 5—Suffrage and officers. Sec. 6—Membership and rights.
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## PROPOSED AMENDED BY-LAWS

Article I.—Applications for Membership.—Sec. 1, Contents of application; Sec. 2, Initiation fees and dues; Sec. 3, To whom application presented; Sec. 4, Posting name of applicant; Sec. 5, Publication allowed; Sec. 6, Reference to chairman of national membership committee; Sec. 7, Protest against application; Sec. 8, Protest after action on application; Sec. 9, Facts for national membership committee; Sec. 10, Trial of protest; Sec. 11, Membership card on admission; Sec. 12, Persons of African descent; Sec. 13, Rejected applications.

Article II.—Membership.—Sec. 1, Commencement of membership; Sec. 2, Enrollment in division; Sec. 3, Change of enrollment; Sec. 4, Membership card annually; Sec. 5, Contents of membership card; Sec. 6, Duplicate cards; Sec. 7, Resignation after notice to pay dues; Sec. 8, Roll of members.

Article III.—Junior Membership.—Sec. 1, Object of junior membership; Sec. 2, Membership continues; Sec. 3, Junior consuls.

Article IV.—Dues and Finances.—Sec. 1, Annual dues and subscription to official organ; Sec. 2, Arrears of annual dues; Sec. 3, Receiver of dues and subscriptions; Sec. 4, Initiation fees; Sec. 5, Use of recruiting fund; Sec. 6, Subscriptions to official organ; Sec. 7, Use of annual dues; Sec. 8, Monthly settlements of accounts; Sec. 9, Remittances of balances; Sec. 10, Disputed accounts; Sec. 11, Reserve funds; Sec. 12, Delinquent secretary-treasurer; Sec. 13, Insolvent divisions; Sec. 14, Special appropriations; Sec. 15, Bank depository.

Article V.—Elections.—Sec. 1, New members and arrears of dues; Sec. 2, Candidate's residence; Sec. 3, Elections by ballot; Sec. 4, Official ballots only; Sec. 5, Election officers; Sec. 6, Ballots kept for six months; Sec. 7, Protested elections; Sec. 8, Disqualified committeeman; Sec. 9, Hearing by division committee; Sec. 10, Appeal to national committee; Sec. 11, Special committee for trial of appeal; Sec. 12, Costs of contested election; Sec. 13, Notice of election to office.

Article VI.—Vacancies and Disabilities.—Sec. 1, Change of delegate's enrollment; Sec. 2, Successor to delegate; Sec. 3, Succession to presidency; Sec. 4, Temporary president; Sec. 5, Succession of vice-president; Sec. 6, Election of second vice-president; Sec. 7, Temporary national secretary-treasurer; Sec. 8, Vacancies in board of directors; Sec. 9, Temporary division secretary-treasurer.



## APPLICATION FOR MEMBERSHIP IN THE L. A. W.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue, Boston:

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy five cents for one year's dues, and the remaining twenty five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. Magazine, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution and refer to two League members (or three other reputable citizens) named below.

Name.....  
 Street or Box.....  
 City or Town.....State.....  
 Cycle Club.....Write references on margin below.

Article VII.—Delegates to the National Assembly.—Sec. 1, Ratio for delegates; Sec. 2, Districts for delegates; Sec. 3, Insufficient division rules and regulations for election; Sec. 4, National rules and regulations committee to hold election; Sec. 5, Protested elections in such cases; Sec. 6, Election expenses paid by the League; Sec. 7, List of delegates.

Article VIII.—Proxies.—Sec. 1, Written proxies in blank; Sec. 2, Power conferred; Sec. 3, Approval by credentials committee; Sec. 4, Revocation and expiration.

Article IX.—Meetings of the National Assembly.—Sec. 1, Annual meeting in August; Sec. 2, Place of annual meeting; Sec. 3, Special meetings; Sec. 4, Credentials committee; Sec. 5, Quorum of the national assembly; Sec. 6, Seats for non-members; Sec. 7, Presiding officer and casting vote; Sec. 8, Secretary of national assembly; Sec. 9, General order of business; Sec. 10, Daily order of business; Sec. 11, Petitions for seats.

Article X.—President of the League.—Sec. 1, Visitation rights; Sec. 2, Power to appoint to office; Sec. 3, Annual report; Sec. 4, Execution of papers; Sec. 5, Compensation.

Article XI.—National Secretary-Treasurer.—Sec. 1, General duties; Sec. 2, List of all officers; Sec. 3, Books of account and audit; Sec. 4, Official bond; Sec. 5, Business hours; Sec. 6, Compensation.

Article XII.—National Auditor.—Sec. 1, Special examinations of finances; Sec. 2, Compensation.

Article XIII.—Board of Officers and National Executive Committee.—Sec. 1, Stated meetings; Sec. 2, Special meetings; Sec. 3, Quorum; Sec. 4, Presiding officer and casting vote; Sec. 5, Secretary; Sec. 6, Standing orders; Sec. 7, Executive committee.

Article XIV.—National Committees.—Sec. 1, Reports to national executive committee; Sec. 2, Reports to the national assembly; Sec. 3, Regulation of committee business; Sec. 4, Committee expenses; Sec. 5, Membership committee; Sec. 6, Rules and regulations committee; Sec. 7, Rights and privileges committee; Sec. 8, Improvement of highways; Sec. 9, Sideways committee; Sec. 10, Touring committee; Sec. 11, Press committee.

Article XV.—Litigation and Legislation.—Sec. 1, Assistance to members; Sec. 2, Supervision of important litigation; Sec. 3, Assistance to non-members; Sec. 4, Suits in the name of the League; Sec. 5, Assent of the League to litigation; Sec. 6, Legislation proposed by the League.

Article XVI.—Discipline.—Sec. 1, Protest against a member; Sec. 2, Protest against an officer; Sec. 3, Suspension or expulsion; Sec. 4, Charge to be made only once; Sec. 5, Form of protest; Sec. 6, Trial of a member; Sec. 7, Second protest for same charge; Sec. 8, Appeal in trial of a member; Sec. 9, Trial of an officer; Sec. 10, Expenses of a protest; Sec. 11, Suspension of an officer.

Article XVII.—Official Bulletin.—Sec. 1, National committee to publish.

Article XVIII.—Divisions.—Sec. 1, One division in state and territory; Sec. 2, Two divisions in California; Sec. 3, Number of members; Sec. 4, Dissolution of a division; Sec. 5, New divisions; Sec. 6, Change of attached members; Sec. 7, Board of officers and rules and regulations; Sec. 8, Division executive committee and officers; Sec. 9, Division executive committee refusing to act; Sec. 10, Insolvent divisions.

Article XIX.—Amendments.—Sec. 1, In the constitutional method; Sec. 2, By proposal in the national assembly.

## RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue Boston:

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number.....Date of Expiration.....  
 Name.....  
 Street and No. or P. O. Box.....  
 City.....State.....  
 City and Division in which my home  
 is and to which I should be attached.....  
 Magazine will be stopped at date of expiration. You have 60 days in which to renew.

## Connecticut Division

The annual meeting was held in the Hotel New Dorn on December 19 with a full board present. Reports of the chief consul, the secretary-treasurer, the chairman of special committee and the highway improvement committee were read and accepted. Delegates to the national assembly, to be held in Philadelphia, Pa., in February, 1901, were: O. H. Hammond, of Torrington; Wallace A. Smith, of Bridgeport; Wm. A. Wells, of Norwich; Lyman P. Case, of Winsted; John N. Brooks, of Torrington. The board voted unanimously to incorporate the division at an early date. The board for 1901 is composed of the following:

O. H. Hammond, of Torrington; W. A. Smith, of Bridgeport; W. A. Wells, of Norwich; F. W. Starr, of Hartford; W. A. Howell, of Rockville; L. P. Case, of Winsted; E. H. Wilkins, of Portland; W. H. Frisbie, of New Haven; W. M. Deming, of Winsted; F. A. Wooster, of Winsted; W. H. Brothwell, of Torrington; F. E. Coe, of Torrington; J. N. Brooks, of Torrington; W. V. Barber, of Torrington.

The board were unanimously in favor of an increase in the state appropriation for good roads. The special committee on legislation was instructed to prepare a bill for the construction of sideways. An invitation to meet in Torrington in March was accepted.

Attest W. M. A. WELLS,  
 Secretary-Treasurer.

## Connecticut Division

The following members have contributed to the special legislative fund:

Chas. S. Eaton, Norwich; W. W. Mildrum, E. Berlin; J. C. Turner, Noroton; F. W. Starr, Hartford; "No Signature," Nov. 15, Hartford; H. B. Strong, Hartford; Clarence Bushnell, Ivoryton; H. L. Beach, Hartford; "No Signature," Nov. 17, Hartford; C. G. Huntington, Hartford; "No Signature," Greenwich; J. J. Desmond, Norwich; James H. Cooke, Hartford; E. E. Bradley, Stonington; Arthur Requa, Noroton; Wm. Copp Groton; P. H. Cosgrove, New Haven; Mildred Rose Cosgrove, New Haven; Anna Vera Cosgrove, New Haven; A. P. Bennett, Hartford; Albert L. Pope, Hartford; Frank Seward, New Haven; C. E. Prince, New Haven; W. W. Lathrop, Bridgeport; M. C. Hitchcock, Ansonia; W. E. Paddock, Lakeville; D. C. Bishop, Lakeville; L. Lavina Verrill, New Haven; Walton C. Gates, Niantic; C. H. Smith, New Haven; Dr. A. E. Abrams, Hartford; N. C. Wardwell, Hartford; C. H. Northrop, Newtown; F. E. Coe, Torrington; C. F. Lincoln, Willimantic; S. A. Johnson, Torrington; H. R. Tisdale, New London; Mrs. H. R. Tisdale, New London; J. A. Oldroyd, Windsor; O. R. Fyler, Torrington; J. N. Brooks, Torrington; H. E. Welles, Glastonbury; Eli Daigneau, Hartford; L. C. Smith, Torrington; Grove B. Baldwin, Winsted; F. J. Cooley, Rockville; F. L. Maxwell, Rockville; W. Maxwell, Rockville; W. A. Howell, Rockville; J. P. Cameron, Rockville; E. Carter Hotchkiss, New Haven; W. M. Frisbie, New Haven.

## District of Columbia

The regular meeting of this division will be held on Thursday, January 17, at 8 p. m., in the parlors of the Ebbitt House, corner 14th and F streets, N. W. Every member is requested to be present, as a general reorganization will be effected. Yours fraternally,

CHAS. E. WOOD,  
 Secretary.

## Kentucky Division

This certifies that the following officers of Kentucky division, L. A. W., were duly elected for the term ending December 1, 1901, in accordance with the provisions of Article II, Section 1, clause (d), Kentucky division by-laws:

For chief consul—R. F. Pelouze, of Louisville.  
 For vice-consul—J. W. Brigman, of Louisville.  
 For secretary-treasurer—Owen Lawson, of Louisville.  
 For representative—P. E. Allison, of Louisville.

EDWIN PERRY,  
 Chairman Returning Board.  
 Louisville, Ky., Nov. 15, 1900.

## Maine Division

Division election resulted as follows:

Chief consul—Clarence W. Small, Portland.  
 Vice-consul—Herbert B. Holland, Waterville.  
 Secretary-treasurer—Harry T. Passmore, Bath.

Representatives—Howard L. Burr, Auburn; Leslie P. Lond, Waterville.

Ballots cast, 226. All receive 225 except L. P. Lond, who received 221. Scattering, 1.

H. T. Passmore,  
 Secretary-Treasurer

## Maryland Division

The following officers were elected by the Maryland division, L. A. W., to serve during the year 1900-1901. There were 345 ballots returned to me, containing 345 votes for each of the candidates:

Chief consul—John J. McElroy, 16 W. Fayette street, Baltimore, Md.  
 Vice-consul—Royal C. Gillespie, Cumberland, Md.

Secretary-treasurer—Robert H. Carr, Jr., Law Building, Baltimore, Md.

Representatives at large to the division board of officers—Harry V. Casey, Exchange place, Baltimore, Md.; Lewis H. Moore, 187 W. Lantvale street, Baltimore, Md.; John H. Robinette, 214 E. German street, Baltimore, Md.

ROBT. H. CARR, JR.,  
 Secretary-Treasurer.  
 Baltimore, Dec. 3, 1900.

## Massachusetts Division

Arrangement has been made for a dinner party at the Revere House, Bowdoin Square, Boston, on Saturday, January 26, 1901, to which all members and ladies are invited. Members are permitted to invite friends. Dinner will be served promptly at 7 o'clock. Price per plate, one dollar. It is important and necessary that those intending to be present shall notify the chief consul, stating the number of seats desired, on or before Wednesday, January 23. It is hoped members will take hold and help make this a success. After the dinner there will be plenty of entertainment.

Members who would like to serve as local consuls the coming year will confer a favor if they will write the chief consul, stating residence and occupation. It is important that we have at least one consul in each city and town, and if possible a League hotel and repair shop. Members will kindly recommend to the chief consul a suitable place. If there is not a hotel in the town, suggest some restaurant giving the regular prices charged and the discount to L. A. W. members if possible. It is desired to complete this list so we can print it for distribution. League hotels will be furnished an official sign.

GEO. A. PERKINS,  
 Chief Consul.

Boston, Dec. 14, 1900.

## Massachusetts Division

The annual meeting of the board of officers of the Massachusetts division, L. A. W., was held at the Revere House, Boston, on Wednesday, December 12, at 7:00 p. m. The meeting was preceded by a joint dinner of the board and the Boston local consulate, which was well attended and enthusiastic.

Chief Consul Geo. A. Perkins rendered a well written report of his work for the year and spoke of the many efforts which should be made during the ensuing year and outlined the policy he proposed to adopt.

Secretary-Treasurer Wolfson rendered the financial statement for the year, showing total receipts of \$2,500 and expenditures to this amount, largely for old accounts. The division had been conducted on lines of closest economy.

The several standing committees made reports and the election committee formally announced the list of officers that had been elected without opposition, and whose names previously appeared in these columns.

The following resolutions were unanimously adopted by the meeting:

Moved, That it is the sense of this meeting that the national assembly of the League of American Wheelmen take such action as may



be necessary to provide for the admission of automobilists in the organization protecting their rights and interests and promoting the pastime of automobile riding and touring.

This may be accomplished by amending Article I, Section 2, of the national constitution so that it shall read as follows: "Its objects shall be to promote the general interests of cycling and automobilism, to ascertain, defend and protect the rights of wheelmen and automobilists, to facilitate touring, to secure improvement in the condition of the public roads and highways."

Whereas, Geo. A. Perkins, Esq., has served the Massachusetts division long and faithfully in the office of chief consul, and

Whereas, he has shown himself to be a capable and honest official, and

Whereas, he has been largely instrumental in securing for the Massachusetts division all the bicycle legislative enactments now upon the statute books, including the guide board law, the general bicycle law, the highway commission act, the baggage bill, the wide tire law and several laws of minor importance, and

Whereas, we believe him to be fitted for higher duties and more important responsibilities, be it

Resolved, That we nominate George A. Perkins for president of the League of American Wheelmen, and we instruct our delegates to the national assembly to present his name to the assembly and to support him by their votes.

Whereas, it is generally reported that an effort will be made at the next meeting of the national assembly to remove the headquarters of the League of American Wheelmen from Boston to New York, and

Whereas, three previous removals of the headquarters from Boston, have, in each case, brought disaster to the organization, and

Whereas, the L. A. W. was born of Boston ideas and organized by Boston men in 1880 at Newport, and

Whereas, the present condition of affairs in the L. A. W. does not warrant a step that would create the amount of disturbance that would naturally arise over the removal of the headquarters, and

Whereas, the proposal to incorporate the League must be regarded as an attempt to make the organization a one state affair and not a national body, and is moreover the initial step towards the removal of the headquarters, be it

Resolved, That we, the members of the board of officers of the Massachusetts division, are opposed to the removal of League headquarters from Boston, and that we are opposed to the incorporation of the League on the ground that the League will then be the organization of a single state and not of all states, and that the delegates from Massachusetts to the national assembly are instructed to oppose all measures looking to the removal of the headquarters from Boston, and all measures looking to the incorporation of the League under the laws of any state.

Whereas, it is currently reported that at the meeting of the national assembly an attempt will be made to displace Abbot Bassett as secretary of the League, and

Whereas, Massachusetts still continues to have faith in the integrity, honesty, faithfulness and capability of Secretary Bassett, be it

Resolved, That the delegates to the national assembly be instructed to oppose every measure aimed at the removal of our faithful secretary and to support every measure which will retain for us his continued services.

A committee was appointed to bring in a list of delegates and the following were reported and unanimously elected:

Col. Albert A. Pond, Hon. Charles S. Ashley, Arthur W. Robinson, M. D. Fletcher, Dr. A. A. Bryson, Albert S. Parsons, A. W. Norcross, Ezra O. Winsor, A. D. Peck, John B. Seward, Chas. W. Pierce, Henry W. Dewey and George H. Lowe.

These, together with the three executive officers will constitute the state delegation to the national assembly.

On motion of E. O. Winsor the chief consul and the secretary-treasurer were each allowed \$3.00 for the year's expenses.

M. D. Fletcher outlined a national sidepath movement which he would present to the assembly.

Messrs. H. W. Robinson, Geo. W. Nash and

John B. Seward were elected a finance committee.

Adjourned.

AARON WOLFSON,  
Secretary-Treasurer.

#### Missouri Division

The following officers are elected for 1900-1901 for the Missouri division:

Chief consul—John R. Williams, 1333 N. Second street, St. Louis, Mo.

Vice-consul—M. J. Gilbert, 20 N. Fourth street, St. Louis, Mo.

Secretary-treasurer—C. C. Ziegler, 1333 N. Second street, St. Louis, Mo.

Representative—H. G. Wolzendorf, 250 No. 12th street, St. Louis, Mo.

J. C. SCHNEIDER,  
Secretary-Treasurer.

St. Louis, Nov. 21, 1900.

#### New York Division

Notice is hereby given that at the meeting of the board of officers of the New York state division, L. A. W., held at the Grand Union Hotel, New York, on Saturday, December 9, 1900, the following members were elected delegates to the national assembly:

Dr. L. C. Letroy, 6 Lexington avenue, New York; Dr. E. A. Myrick, 100 Lexington avenue, New York; J. C. Howard, 135 Front street, New York; J. B. Uhle, 206 Broadway, New York; W. H. Hale, 113 E. 5th street, New York; Edward F. Hill, 333 Nelson avenue, Peekskill, N. Y.; W. M. Meserole, 189 Montague street, Brooklyn; G. T. Stebbins, 45 7th avenue, Brooklyn; H. M. Valentine, 7 Malden lane, New York; H. W. Bullard, Main street, Poughkeepsie, N. Y.; H. O. Folger, Waterford, N. Y.; R. D. Webster, Elmira, N. Y.; C. Lee Abell, 11 Mooney-Brisbane building, Buffalo, N. Y.; J. G. Linsley, Oswego, N. Y.

JOHN F. CLARK,  
Secretary-Treasurer.

New York, December 14, 1900.

#### New York Division

The following is a list of consuls appointed up to date to serve in their several localities during the coming year. New appointments have been made together with the re-appointment of many of our old consuls whose continued interest in the welfare and work of our division justifies for some recognition of their loyalty, but this list merely covers a small portion of our division and a large number of towns are without any League representative whatever. Can you, and will you not aid me in perfecting this list, thereby making it truly representative of every section of the state. We should have a local consul in every village and town where we have one or more League members, and with your cordial co-operation this could easily be accomplished.

I wish you to consider this a personal appeal for your assistance in establishing an active corps of consuls throughout the state. Send me the name and address of one or more League members in your locality, that you think would conscientiously perform the duties assigned them, as the success of our division depends in a great measure upon the efficiency and fitness of our consuls.

Bear this request in mind and write me at once suggesting one or two appointments for your district.

Thanking you in anticipation, I remain, sincerely and fraternally yours,

M. M. BELDING, JR.,  
Chief Consul.

New York, Nov. 14, 1900.

#### NEW YORK CONSULS

John D. Chism Jr., 3 N. Pearl street, Albany; Fred A. Fraser 51 State street, Albany; W. M. Honig, 46 N. Pearl street, Albany; Wm. Pierson Judson, deputy state engineer, Albany; Richard Robe, Globe Hotel, Albany; W. M. Thomas, attorney general's office, Albany; Edward T. DeGraff, Amsterdam; Dr. W. E. Snyder, 2 Market street, Amsterdam; Frederick T. Hallett, 127 Fulton street, Astoria; Edward E. Leonard, 30 Genesee street, Auburn; G. C. Smith, 205 Genesee street, Auburn.

Samuel H. Higbie, Babylon; John L. Woodcock, Bedford Station; Walker F. Sherwood, 25 Isabel street, Binghamton; Wm. Arnold, 125 Lincoln place, Brooklyn; John Barnett 157 Gar-

field place, Brooklyn; A. P. Black, 90 Sterling place, Brooklyn; G. A. Boettner, 478 6th avenue, Brooklyn; Mrs. C. L. Bolton, 1335 Flatbush avenue, Brooklyn; John M. Campbell, 140 Woodbine street, Brooklyn; W. P. Carr, 337 Quincy street, Brooklyn; N. S. Cobleigh, 340 Lafayette avenue, Brooklyn; J. A. Cruikshank, 146 Quincy street, Brooklyn; L. J. Cunningham, 291 State street, Brooklyn; E. H. Darville, 549 Decatur street, Brooklyn; W. A. Denison, 749 Macon street, Brooklyn; H. D. W. Dye, 18 Sterling place, Brooklyn; H. S. Flagg, 828 Flatbush avenue, Brooklyn; A. M. Forman, 116 Pierrepont street, Brooklyn; H. D. Halsey, 219 McDonough street, Brooklyn; T. M. Henderson, 22 Irving place, Brooklyn; C. E. King, 656 Willoughby avenue, Brooklyn; Eugene LaManna, 235 Cumberland street, Brooklyn; Frank LaManna, 235 Cumberland street, Brooklyn; Nate LeVene, 221 Moffat street, Brooklyn; Dr. G. F. Little, 469 Clinton avenue, Brooklyn; John J. Lynch, 166 Washington park, Brooklyn; John Merritt, M. D., 842 President street, Brooklyn; W. M. Meserole, 189 Montague street, Brooklyn; W. J. Myers, 815 Putnam avenue, Brooklyn; Gerald B. F. Owen, 431 Prospect place, Brooklyn; C. G. Raymond, 560 Washington avenue, Brooklyn; F. B. Saumenig, 65 St. Felix street, Brooklyn; Paul Schissel, 1233 Broadway, Brooklyn; Alex. Schwalbach, 471 Flatbush avenue, Brooklyn; G. T. Stebbins, 45 7th avenue, Brooklyn; Otto Stiefel, 113 14th street, Brooklyn; J. A. Stivers, 156 Reid avenue, Brooklyn; C. Lee Abell, 11 Mooney-Brisbane building, Buffalo; Dr. H. G. Bentz, 894 Michigan street, Buffalo; C. L. Bullymore, 41 Vermont street, Buffalo; W. D. Dambach, 598 Main street, Buffalo; Dr. A. G. Gumaer, 1292 Bailey avenue, Buffalo; E. L. Hartmeyer, 77 E. Tupper street, Buffalo; W. J. J. Kunzle, 380 William street, Buffalo.

John S. Hatter, Canajoharie; G. W. Foster, Chateaugay; John P. Bull, Chester; Wm. G. Ladd, Chittenango; Nathan L. Hayes, Clinton; Geo. W. Aird, 59 Saratoga street, Cohoes; J. Will Ablett, 233 Remsen street, Cohoes; Wm. K. Munro, 35 Saratoga street, Cohoes; A. D. Walt, Cohoes; Francis C. Williams, Corning; H. L. Beebe, 19 N. Church street, Cortland; M. Stanley Bierce, 62 Port Watson street, Cortland; Gilbert T. Coeks, Cornwall.

Rev. R. M. Berkeley, The Rectory, Dobbs' Ferry.

H. H. Treadwell, E. Williston; H. K. Gilbert, 693 Park place, Elmira; Hon. C. H. Knipp, 406 Lake street, Elmira; C. H. Osborne, 229 Lormore street, Elmira; C. F. Stevens, 135 E. Water street, Elmira; R. D. Webster, Elmira.

G. W. Ivins, 121 Locust avenue, Flushing; Dr. W. J. Curtis, Fulton; Thos. Hunter, Fulton; H. L. Lake, Fulton.

H. S. Potter, St. Paul's School, Garden City; J. G. Budd, 99 Glens street, Glens Falls; H. A. Phelps, Gloversville; Geo. F. Adams, Gowanda.

C. A. Cox, Hannibal; Sherman F. Wooster, Hannibal; W. C. Oliver, Hobart; C. B. Benson, Hudson; C. P. Heermance, 547 Warren street, Hudson; A. B. Gildersleeve, Huntington; John O. Varley, Hyde Park.

C. L. Crandall, Cornell University, Ithaca; F. H. Warner, Ithaca; Victor T. Wilson, Cornell University, Ithaca.

N. F. Waters, 373 Fulton street, Jamaica; C. M. Brown, 7 W. 3rd street, Jamestown; Rev. H. T. Schell, Junius.

M. C. Berlepsch, Kingsbridge.

W. C. Carlisle, Lake View; F. B. Robinson, LeRoy; Charles Hirsch, Lindenhurst; W. L. Beck, Lockport; Frank S. Coates, Lockport; R. Bruce Oliver, 135 Pine street, Lockport.

C. E. Westervelt, Marlboro; C. A. Ormsby, Malone; Arvine C. Johnson, Box 231, Marathon; Dr. M. C. Ashley, State Hospital, Middletown; J. H. Clearwater, Middletown; Frank Dromgoole, Mt. Kisco; J. S. Latimer, D. D. S., 25 S. 1st avenue, Mt. Vernon.

W. H. Kelley, Newark; H. E. Ackerly, 52 Manhattan avenue, New York; M. M. Belding, Jr., 455 Broadway, New York; Ward J. Bingley, 347 W. 14th street, New York; Lester W. Bond, 20 W. 104th street, New York; Alex. M. Bremer, 1761 Sedgewick avenue, New York; J. L. Brower, 607 West End avenue, New York; B. W. B. Brown, 18 Wall street, New York; L. D. Bruns, Jr., 141 E. 26th street, New York; L. P. Cowell, 80 Broadway, New York; A. H. Curtis, 170 W. 8th street, New York; Frederic de Belleville, 101 W. 86th street, New York; Paul P. J. Donovan, 208 W. 19th street, New York; R. W. Dye, 19 William street, New York;

W. Fajen, 979 8th avenue, New York; J. T. Francis, 15 Broad street, New York; Oscar Frankel, 1370 Broadway, New York; A. W. Gibb, 45 Rose street, New York; Matthew Gibb, 45 Rose street, New York; Henry Grese, 175 7th avenue, New York; Miss Edith J. Griswold, 229 Broadway, New York; James E. Gritman, 324 Bleecker street, New York; W. H. Hale, 143 E. 57th street, New York; M. S. Hart, Iocomobile Co. of America, 76th street, New York; G. W. Henley, 558 E. 152nd street, New York; R. Hepp, 173 E. 111th street, New York; G. H. Hitchcock, 168 W. 96th street, New York; Jarvis C. Howard, 262 W. 83rd street, New York; Dr. A. M. Jacobus, 260 W. 67th street, New York; Richard F. Junker, 845 Union avenue, New York; Samuel T. King, Jr., 677 9th avenue, New York; Dr. Chas. P. Kilppert, 1667 1st avenue, New York; Dr. L. C. LeRoy, 6 Lexington avenue, New York; W. H. Mackey, 78 W. 2nd street, New York; Fred J. Maeder, Jr., 2352 2nd avenue, New York; J. Henry Magonigle, 16 Gramercy Park, New York; E. E. McIntyre, Jr., 56th street and 6th avenue, New York; Dr. F. A. Myrick, 100 Lexington avenue, New York; C. J. Obermayer, 175 Broadway, New York; Richard O'Connor, 58th street and Broadway, New York; G. C. Pennell, 70 Beekman street, New York; I. B. Potter, 277 Potter building, New York; J. H. Riordan, 636 Longwood avenue, New York; H. S. Robbins, Hotel Endicott, New York; E. S. Root, 311 W. 116th street, New York; Leo Schlaudecker, 82 Broad street, New York; George F. Schreyer, 747 2nd avenue, New York; Chas. Schultze, 788 Tremont avenue, New York; Clarence A. Shedd, 435 W. 24th street, New York; James R. Smith, 1413 Lexington avenue, New York; Norman E. Spaulding, 300 Broadway, New York; C. B. Sterling, 76 W. 85th street, New York; Louis Sturcke, 52 William street, New York; Dennis Sweeney, 1786 Broadway, New York; G. Teschner, Box 327, New York; J. Howard Thomas, 1712 Amsterdam avenue, New York; C. E. Thompson, 17 10th avenue, New York; Joseph B. Thompson, 80 Broadway, New York; S. J. Thompson, 105 Chambers street, New York; J. B. Uhle, 206 Broadway, New York; H. M. Valentine, 7 Malden lane, New York; Dr. Wm. A. Valentine, 45 W. 25th street, New York; Alois von Isakovics, 449 E. 121st street, New York; R. S. Webb, 18 E. 22nd street, New York; A. L. Weissman, 50 E. 9th street, New York; H. B. Wittredge, 566 Amsterdam avenue, New York; G. B. Yard, 158 W. 51st street, New York; Ira M. Comstock, M. D., New York Mills; Frank Guillemont, M. D., 550 Main street, Niagara Falls; E. E. Mansfield, 755 8th street, Niagara Falls; G. C. Shepard, Niagara Falls.

Fred H. Betsinger, Oneida; Theodore Coles, 2 Broad street, Oneida; George L. Gibbs, Oneida; Ralph P. Stoddard, Oneida; Mrs. M. L. Alexander, 14 Bronson street, Oswego; B. W. Burleigh, Oswego; F. T. Cahill, 291 W. 1st street, Oswego; G. A. Coleman, 32 W. Bridge street, Oswego; M. T. Crimmins, Oswego; E. P. Kenific, City Chamberlain's office, Oswego; A. E. Maltby, 73 W. Mohawk street, Oswego; U. Z. Maltby, Oswego; Nathaniel A. Wright, Oswego; S. J. Morton, Box 652, Oxford.

W. M. Murray, Palatine Bridge; R. V. A. Filtz, Peconic; Wm. J. Gillette, Pelham Manor; E. F. Hill, 323 Nelson avenue, Peekskill; Joseph H. Acker, Pocantico Hill; Frank E. Blossom, Port Gibson; J. H. Davis, Port Jefferson; Stansbury Norse, Potsdam; H. W. Bullard, Main street, Poughkeepsie; C. E. Cossum, 35 Market street, Poughkeepsie; Theo. Roberts, Main street, Poughkeepsie; J. T. Shay, Box 33, Princess Bay.

Samuel W. Connors, Oak street, Richmond Hill; J. B. Hackett, Box 416 Richmond Hill; J. S. Briggs, 392 Cox building, Rochester; W. C. Edwards, 389 Monroe street, Rochester; C. R. Knapp, 703 Powers building, Rochester; Wm. Lansing, 773 Powers building, Rochester; R. T. Olcott, Post Express, Rochester; I. Ralph T. Olcott, Post Express, Rochester; Gemre, Rosebank; John H. Pratt, Rosebank; George W. Walt, Sandy Hill; Charles Clum, Saugerties; Ernest Myer, Saugerties; George T. Ingersoll, Water Commissioner's office, Schenectady; H. R. Sargent, 706 E. Liberty street, Schenectady; W. E. Underhill, Schenectady; C. Vrooman, Schenectady; Delancy Watkins, Schenectady; Selden S. Brown, Scottsville; W. R. Havens, Box 101, Shelter Is. Hts.; Henry H. Preston, Shelter Is. Hts.; Fred J. Thomas, Silver Creek; J. Gilles Ford, Stamford; Albert



Vick, Stottsville; G. A. Morris, Syracuse; B. M. Rogers, Box 434, Syracuse.  
C. G. Clemmshaw, H. C. Curtis & Co., Troy;  
C. E. Wilson, 342 River street, Troy.  
Homer O. Folger, Waterford; Will C. Greene, Watertown; J. M. Sprague, 46% Factory street, Watertown; Edward B. Miller, "Roxmoor," Woodland.  
Edwin A. Quick, Deyo building, Yonkers.  
Chas. Shufelt, Zena.

#### New York Division

I hereby give notice that I have today appointed Mr. H. S. Flagg, 828 Flatbush avenue, Brooklyn, chairman of a special committee on hotels and repair shops for the New York State division. All suggestions and recommendations relating to hotels or repair shops should be forwarded direct to Mr. Flagg, together with any complaints which the members of our division may desire to register against an official hotel or repair shop.

Also Mr. W. H. Hale, 143 E. 57th street, New York, has been appointed to fill a vacancy on the board of officers from the first district. Mr. H. E. Fullerton, Hollis, L. I., has also been appointed to fill a vacancy from the second district.

M. M. BELDING, JR.,  
Chief Consul.

New York, Dec. 1, 1900.

#### Ohio Division

Meade G. Thraves, Fremont, is hereby appointed chairman of the division rights and privileges committee.

Other appointment will be made later. In the meantime, I should be glad to hear from division members willing to serve on the various committees.

CHAS. W. MEARS,  
Chief Consul.

Cleveland, O., Dec. 18, 1900.

#### Pennsylvania Division

##### REPORT OF ANNUAL MEETING.

The annual meeting of the board of officers of the Pennsylvania division was held at the Philadelphia Bourse on Monday, December 10th. Chief Consul Boyle in the chair. On motion, the reading of the minutes of the last meeting was dispensed with. The report of the chief consul was presented and in part is as follows:

Gentlemen: My sincere thanks are due and are given for the twelfth election to the office of chief consul by the division. I appreciate the honor and am heartily grateful to the division for its confidence and kindness.

We are face to face with the new League year with a greatly decreased membership, accompanied necessarily by a much depleted treasury. We have now a little short of 5,500 members and are in the presence of a condition which calls for serious thought and wise action on the part of this board. It devolves upon us as the representatives of the division to examine carefully our present status and to devise means, if possible, by which we may recover lost ground. I earnestly invite suggestions which will assist to rehabilitate the division in the matter of membership and, as a consequence, a replenished treasury.

During the past year the committees have been appointed and I have also appointed a special committee and I have also appointed a special committee during the coming session of the legislature. The chairman of this committee is Charles A. Mertens, Esq., of Erie, who has recently been elected to the legislature, and will therefore be in an unusually favorable position to carry on such work as may be confided to the committee's hands.

Early in the present year the division suffered the great loss of the active service of the vice-consul, T. J. Keenan, Jr., whose private business was in such a condition as to prevent his continuing in active work in division matters. I am assured, however, that Mr. Keenan's interest in the division still remains and that his good advice and counsel are at the command of the division. Mr. Keenan's place as vice-consul has been filled by the appointment of Mr. F. C. Orr, of Pittsburg.

In order to arrest the loss of membership occurring early in 1900 the postal card method for

the appointment of local consuls was tried in the first months of the present League year. This action resulted in the appointment of about 250 local consuls.

I have received a letter from Mr. Martin Dodge, director of the laboratory for the physical and chemical examination of road materials, under the department of agriculture at Washington. Mr. Dodge offers to test physically and chemically all varieties of road materials upon request. The director's letter states that the laboratory was ready for operation about the first of December and any person desiring to have road materials tested is advised to write to the office of public road inquiries, department of agriculture, Washington, D. C., for instruction in regard to the method of selecting and shipping samples.

In order to save the expense to the division of the secretary-treasurer's bond, I suggest, for the consideration of the board, that it may be well to permit the incumbent of that position to file his own bond without sureties. This action may seem to be correct when it is remembered that our treasury is now almost empty and that upon an increase in membership and consequent increase of receipts the bond, as it is in its present form with sureties, may be required. I think this action may safely be left to the executive committee.

I wish to repeat the urgency devolving upon this board to consider carefully and well the suggestion concerning increased membership. If every member of this board shall see to it that the local consuls in his jurisdiction shall look up all wheelmen who are not members, together with such action upon the part of the members of the board themselves, our membership list will materially grow and we shall once more approach the numbers that have been the pride and boast of our division, and which have never been excelled by any other state.

Upon motion of Mr. Mertens the report of the chief consul was accepted and placed on file.

The report of the secretary-treasurer was presented and in part, was as follows:

When we met a year ago for our annual meeting we felt that the decrease in membership and income which we had experienced during the previous year was possibly due to temporary causes and we hoped that the ensuing year would bring back to the League much of its former prosperity and numerical strength. Our hopes have failed to be realized and the decrease has continued in an even greater degree. Then we had dropped from a membership of about 25,000 to 12,000; since that time, our membership has decreased to about 5,400. Most of the concessions for which we were at one time contending have been granted; most of the battles fought and won, and it is difficult to appeal to those who have recently become interested in the sport and who know little of the difficulties overcome or appreciate the fact that the privileges now enjoyed by wheelmen were secured by the League. The support and backing which the League has received from organized clubs has also to a great extent failed us. A majority of those clubs which two or three years ago were active, aggressive organizations have gone out of existence as a result of the decrease in the number of persons riding and those organizations which are still prosperous, are so, as a result of catering to the social rather than the wheeling element. The social element upon which the clubs must now depend to a great extent for support are naturally not interested in an organization having for its end and aim, measures in which they have no personal interests, and in the past year a number of our best League clubs have withdrawn as such.

The statement that the League has outlived its usefulness has been so often repeated by those unfriendly to the organization or unwilling to pay their small shares toward its support, as to be believed by many of our members who do not follow closely the League's work. This statement is made by the same class of members who formerly, when they dropped their memberships, asserted that they did so because the League controlled the sport of racing, and the statement is just as insincere. After the meeting of the assembly in 1898, it seemed likely that at the next succeeding meeting the control of racing would be dropped. Relieving in the insincerity of many of those who gave this as their reason for dropping out.

I commenced to file all letters to this effect which were received, to the number of about one hundred and fifty. After the meeting last February, when racing was dropped by the League, I sent a circular letter to each one of these 150 persons reminding him of his letter and asking for his renewal on a blank enclosed. Just two of these persons renewed.

(CONCLUDED NEXT MONTH)

#### Rhode island Division

The election of officers for the state division resulted in the selection of a number of young men to the various offices. This does not cause a reflection on the members who have served year after year, for they are of the opinion that more of the younger wheelmen should become interested in the work of the League. Some of the old timers feel that their days of usefulness are past, but the younger members will need their advice in matters of importance that will no doubt come up during the year. The tendency of the new officials of the League will be to secure young members and have them take up the work left off by the older ones who have gone out of office.

The city council of Pawtucket at its meeting last week passed the first of a series of ordinances granting the street railway companies permission to lay a number of miles of rails in the city, the ordinances providing for the grooved rail. The ordinances have been submitted time and time again to the city government, but each time were sent back for correction, the last one being to supply the words "grooved rail." This is a complete victory for the L. A. W., whose district officers have worked on the matter almost continuously for the last four months. Grooved rails are to be laid on all streets that are paved, asphalted or macadamized, and it is probable, if a grooved road is in good condition, that the grooved rail will supplant the regular form in these streets.

The local district council has had a group photograph taken and it will be reproduced in the souvenirs to be given to those who attend the free lecture on good roads to be held in Music Hall on January 30. In connection with the lecture there will be an entertainment of rare merit. The district consulate is bearing the expense of the venture, which no doubt will be one of the largest attended affairs in the history of the district. Views of good and bad roads in Pawtucket and vicinity have been taken and they will be reproduced by the aid of the stereopticon.

#### South California Division

The returning board, South California division, reports of the election as follows:

Votes cast, 61; illegal, 3.

For chief consul—A. H. Palmer, Pasadena.

For vice-consul—J. D. Wilder, Tustin, 58.

For secretary-treasurer—O. S. Barnum, Los Angeles, 56.

For secretary-treasurer—E. A. Pickrell, Los Angeles, 1.

(Signed) E. D. RUSS.

E. E. WOOD.

F. W. MAUSER.

Returning Board.

Tustin, Cal., Dec. 2, 1900.

#### Elwell Foreign Bicycle Tours

By arrangement with Mr. Elwell, members of the League are entitled to a reduction of 7 per cent from the cost price of all his European tours during 1901. There will be three parties during the summer as follows: May 18, Holland, England and France; June 8, France, Switzerland, Germany, Holland and England; August 3, England, Scotland and Ireland.

There will also be a tour to Jamaica February 14. Full information in regard to these tours can be had by addressing with stamp,

F. A. ELWELL,

The Columbia Hotel, Portland, Me.

Don't want the whole road. Be unselfish. Think of the other fellow.

.. THE ..

# Cushion Frame

READ:

What Others Can Do  
YOU Can Do!

DETROIT, MICH., Oct. 15, 1900.

HYGIENIC WHEEL CO.,

220 Broadway, New York.

GENTLEMEN:—

I have sold at RETAIL HERE in DETROIT during the past season UPWARDS of THREE HUNDRED CUSHION FRAME BICYCLES. Never before in my fifteen years' experience as a bicycle dealer have I handled goods that have appealed more quickly to public fancy nor have proven more permanently satisfactory than Cushion Frame Bicycles. In my opinion the Cushion Frame is the greatest practical invention in the make-up of a bicycle since the advent of the pneumatic tire. IT IS DOING MORE TO POPULARIZE CYCLING than any other modern improvement. I FIRMLY BELIEVE that the STANDARD WHEEL OF THE FUTURE will be the CUSHION FRAME.

Very sincerely yours,

WM. E. METZGER.

Mr. Metzger has sold all the Cushion frame bicycles above noted at prices ranging from \$50.00 to \$80.00. Don't you think there is money in handling Cushion Frame models?

Write Your Manufacturers About Them.

NOTE:—Cushions are attached only to HIGH GRADE BICYCLES.



**Tennessee Division****FINANCIAL STATEMENT**

Henry Hotter secretary-treasurer, in account with the Tennessee division, L. A. W., from December 1, 1899, to November 30, 1900, inclusive:

**RECEIPTS**

Dec. 1, 1899, balance on hand .....\$115 88  
Jas. C. Tattersall, treasurer..... 20  
Interest, Memphis Savings Bank... 6 78

**DISBURSEMENTS**

Postage .....\$3 00  
Printing ..... 2 00  
\$ 5 00

Balance cash in Memphis Savings Bank..\$ 117 86  
Respectfully submitted,

HENRY HOTTER,  
Secretary-Treasurer.

Memphis, Tenn., Dec. 11 1900.

**Notice to Members**

Many interesting communications from members, crowded out this month by reason of the volume of official matter, will appear in the February number of the Magazine.

**BRISK SHOP TALK**

A genuine novelty in tires is being offered for 1901 by the Diamond Rubber Company, of Akron, O. The invention consists of a double tube tire, the inner tube of which is a continuous air chamber, and yet possesses all the advantages of the inner tube with closed ends, at the same time overcoming the faults of the latter. An idea of the new tire may be gained from the illustrations in the advertisement elsewhere in this issue. The feature of this new tire is a rubber coupling, by means of which a continuous air chamber is secured without necessitating the unlacing of the entire tire when it is desired to take out the inner tube. As will be seen in the illustrations, the Diamond 1220 is joined in the center by what it termed a mechanical joint. A rubber cylinder sufficiently thick to preserve its shape, even under considerable stress, is inserted in the two ends of the tube, the latter being then fitted over it. On the outside of this cylinder are two depressions running all the way around it, shaped so as to take two rubber bands. These bands are slipped over the two ends of the tube, after the latter have been fitted over the rubber cylinder. By making them smaller than the cylinder sufficient compression is obtained to make the joint airtight, and the bands once in place, the job is completed.

The merit of this tire is obvious. The joint is declared to be absolutely effective, there are no inner-tube ends to blow out, the inner-tube may easily be withdrawn from or inserted in the casing and the inner tube can be repaired on the inside, thus doing away with the vexatious annoyance of having the patch stick both to the outer casing and the inner tube, only to cause trouble when the tube is to be removed again, as is usually the case when the patch is put on hurriedly or carelessly. Instead of the pressure of inner tube acting to cement the patch to casing, in the Diamond method the patch is placed away from this danger and the air pressure within the tube acts to set the patch only.

Hard facts relating to bevel gears are published this month in the advertisement of the Leland & Faulconer Manufacturing Company, Detroit, Mich., whose gears are unquestionably the most successful ever produced. In the announcement, elsewhere in this issue, six emphatic points are scored, and each of these should be taken into consideration by the prospective purchaser.

Mrs. F. A. Warner, Pontiac, Mich., writes: "Since coming north I have received many inquiries for sea shells, and now I will say, yes, I can send shells to any one who wants them, for I have some beautiful ones from the West Indies. I will send a dozen different kinds of shells, no two alike, to anyone who sends a stamp for postage, and will also send a dozen or more brilliant scarlet sea peas from the Bahama Islands if you wish them. Anyone is welcome to send for these pretty things from the sea shore who sends postage."

Smokers were never before so well catered to as they are now by J. H. Lucke & Co., Cincinnati, O., whose cigar specialties are having an enormous and deserved sale throughout the entire country. This enterprising firm has so far reduced the cost of cigars, at the same time keeping up the quality, that smoking is no longer an expensive luxury. In this issue, J. H. Lucke & Co. make an attractive offer to L. A. W. members. It is well worth perusal.

Dryness of the throat and bronchial coughs are completely avoided by the use of Hayes' bronchial wafers, manufactured and marketed by the J. F. Hayes Pharmacy Co., 108 South 13th street, Philadelphia, Pa. The makers will be pleased to send free samples to readers of this Magazine in order to demonstrate how effective the article really is. Take advantage of the opportunity.


The advantages of membership in the Photographers' League, 220 Broadway, New York City, are obvious. For \$1 per year, each member receives a free monthly bulletin, wholesale prices on cameras and supplies, and the benefits of a print and camera exchange, and a school of photography and a large circulating library. These advantages certainly ought to appeal to every amateur photographer in America.

Stereopticon exhibitions afford much pleasure and are often the means of profit to the exhibitor. McAllister, manufacturing optician, 49 Nassau street, New York City, will send a 200-page book on this subject free to any address, and from this publication much of interest to prospective stereopticon exhibitors can be gained. Write for a copy.


Novelties for men in great number are manufactured by the American Ring Company, Waterbury, Conn., whose advertisement elsewhere in this issue calls attention to the Washburne Bachelor's Button. Send for a copy of the catalogue.

The introduction of bicycles into China has roused a great deal of superstition among the lower classes, and there is a legion of communities in the celestial empire where a cyclist can not attempt to ride his wheel except at the risk of his life, for the Chinamen regard the machine as an evil spirit. One of the numerous names the Chinese have given to the noiseless steed is "tsun-tsun," which means "automatic wagon."





Read what  
**Spalding**  
the Athletic Authority  
says about  
**Wool Soap**



**A. G. Spalding & Bros.**  
New York - Chicago

Washed with "Wool Soap"      NEW YORK, February 24th, 1900.      Washed with Common Soap

MESSRS. SWIFT & COMPANY, Chicago, Ill.

*Gentlemen:* There has been more or less trouble from people who do not understand how to clean sweaters. They wash them in all kinds of ways, and they shrink up and make no end of trouble. Your Wool Soap is the very best thing to use in washing sweaters.

Yours very truly, (Signed) A. G. SPALDING & BROS.

**Correspondence From Members**

The time for discussion of matters to be presented to the assembly is beginning to ripen, and, as usual, the next annual gathering will have more important subjects for consideration than any of its predecessors.

It is my humble opinion that it is the duty of every official, at least, to look the situation squarely in the face, and to ascertain exactly what measures should be adopted for the future welfare of the organization, without regard to precedents, pet hobbies, bigoted opinions or anything else.

With all due respect to those of contrary opinions, I beg to say that a close study of the situation from the exceptionally good vantage point of the press committee, leads me to believe that nothing short of a radical change in the whole form of the organization and its purposes will affect the favorable change in its destinies that we all desire.

Revision of the constitution and by-laws, if intended to make them the vehicle for carrying on the same plans in a new guise, it matters not how clever the drafters may be, will not avail.

Invite the members to make suggestions. Here are my ideas, for a starter:

Let the League of American Wheelmen form a national good roads association making the present organization the nucleus, and taking in the farmers, automobilists, horse owners and others interested in the movement, upon an equal basis. Continue the present organization as a cycling department if you wish, but make the good roads movement and the organization of its friends the main points. Then, do away with the initiation fee entirely and make the dues fifty cents per year (one dollar with the Magazine). You can get ten men to join at fifty cents where you will have trouble in getting one at two dollars. What is most needed in the organization is numerical strength. When we had it we accomplished something of benefit in the way of legislation and other things. Without it we can do nothing. The divisions and the national treasury can divide the dues

and the revenue of both will be increased, besides being used more effectively.

There are scores of independent good roads associations throughout the country whose members would be glad to join such a national organization. The riders and drivers of horses are interested and are an influential class. Not the least of the good effects of getting such members would be that we would have material for new officials. I think that even the best friends of the organization will admit we are sadly in need of them. I have had the pleasure of watching closely the work of three national administrations and I know from this that though the national officers in that time have worked zealously and against every discouragement, they have had practically no support whatever from the division officials. Here and there a chief consul or a secretary-treasurer has been a shining light, but it was because he worked, and experience shows that even these have failed to shine.

There is no use in going on as we are, new constitution or not, and we may as well make up our minds to that now as in February.

Let me say that I believe that my suggestion will be opposed in some quarters on the ground that if we formed a national good roads organization the L. A. W. would not get credit for the good roads work that will be done. In reply: I believe that the L. A. W. will always be credited with the pioneer work in the movement and if it organizes the movement properly, admitting that it has grown beyond its strength it will always get due credit therefrom. We should form an organization now that will do the work before others start it and leave us in the position of men who had a "good thing" but did not have enough energy to promote it.

Further, the good roads movement will some day be one of the great economic questions of the country and if the L. A. W. is to be at the head of it, it must organize its friends and keep them together.

Think it over.  
Yours fraternally,  
GEO. L. MCCARTHY,  
New York, Dec. 6, 1900.



ADAMS'  
Pepsin  
Tutti  
Frutti

Is a Boon  
to all Cyclists.



It Keeps  
the mouth  
and throat  
moist.

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Enclosed please find \$1.00 for one year's subscription to the "MOTOR  
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THE KIND THAT SATISFY.  
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Special for L. A. W.'s We have so much faith in our Liniment pleasing you that we will send every L. A. W. member a free sample bottle, provided they send us name and address of their druggist

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STOP bronchial Cough, and prevent dry-  
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We won't argue the question of price—we will leave that out of the comparison. But if you will waive skeptical smiles and seriously heed a suggestion, you will discover something important. Learn the highly rich edge of

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## "IMPORTS"



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DON'T PAY \$2.00 FOR

ENGRAVED CARDS

When you can get them for HALF THAT PRICE.

We guarantee to engrave your name in first-class style on a copper plate, print 100 of the best quality, correct size cards from it and send by mail, postage paid, upon receipt of \$1.00.

Write to-day for samples and we will send you free a souvenir copy of our book "Card Etiquette." We engrave Wedding Invitations, Monogram Stationery and will send samples upon request.

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## A CUSHION FRAME FOR \$2.00

Have an up-to-date wheel.

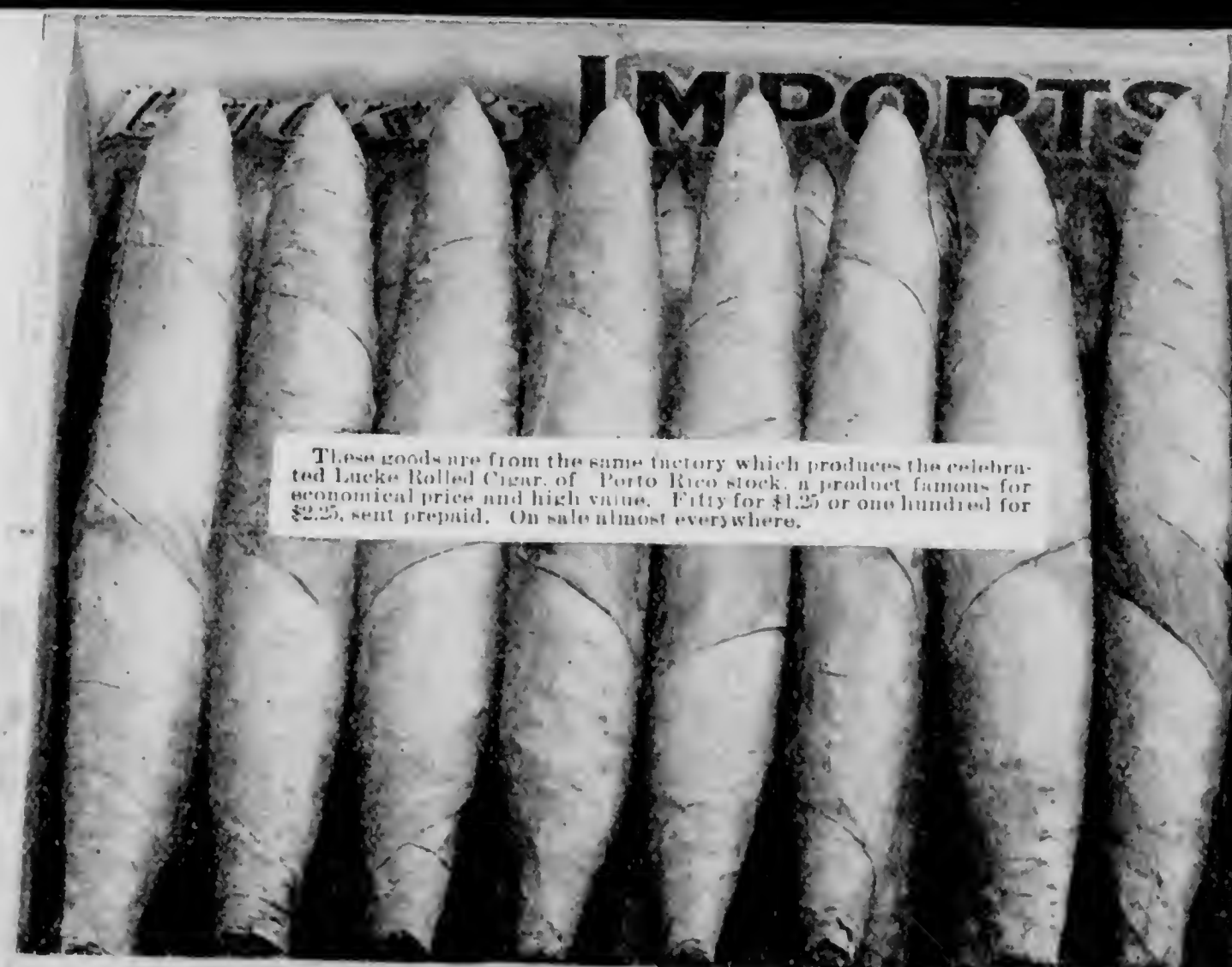
The SPRING can be attached to any bicycle, old or new.

It's BALL BEARING. CONE ADJUSTING.  
Sent prepaid on receipt of \$2.00.

If not satisfactory, your money back.

Send diameter of your seat post and how attached and your weight.

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GRAND RAPIDS, MICH.



These goods are from the same factory which produces the celebrated Lucke Rolled Cigar, of Porto Rico stock, a product famous for economical price and high value. Fifty for \$1.25 or one hundred for \$2.25, sent prepaid. On sale almost everywhere.



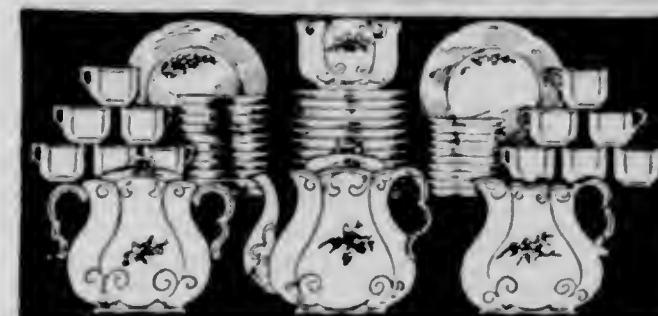
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25 PERFECTO "IMPORTS"

\$1

Sent prepaid on receipt of \$1.00.  
You should try them. Smoke one after dinner every day for a week. You will never again be satisfied with the less tasteful cigars you commonly buy. If you do not find "Imports" the most comforting, rich and pleasing cigars you ever tasted, return them and we will refund your \$1.00.

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to every woman who will sell only 24 Boxes of Salvona Soap—guaranteed to give satisfaction—worth the full price we ask for it, but we give extra to each purchaser a beautifully decorated lamp or their choice of several valuable premiums shown in catalogue. To the agent selling 24 Boxes of Salvona Soap we give, free, a 56-Piece Tea Set or 56-Piece Dinner Set, decorated handsomely and gold traced. Our cata-



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This is only one of the letters received from many satisfied customers and will convince you that you are dealing with an entirely honorable business house who will do exactly as they claim:

I am delighted with my premiums and all my customers express their appreciation and surprise at the goods and premiums. I am getting up another order and hope to forward soon. Everything came through in good shape.

BALLINGER, TEX.

Mrs. E. A. COCKRELL.



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DIRECT FROM DISTILLER  
TO CONSUMER.

4 FULL QUARTS

EXPRESS CHARGES PREPAID.

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SAVES MIDDLEMEN'S PROFITS.  
PREVENTS ADULTERATION.



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SUCH WHISKEY AS WE OFFER FOR \$3.20 CAN NOT BE PURCHASED ELSEWHERE FOR LESS THAN \$5.00 PER GALLON.

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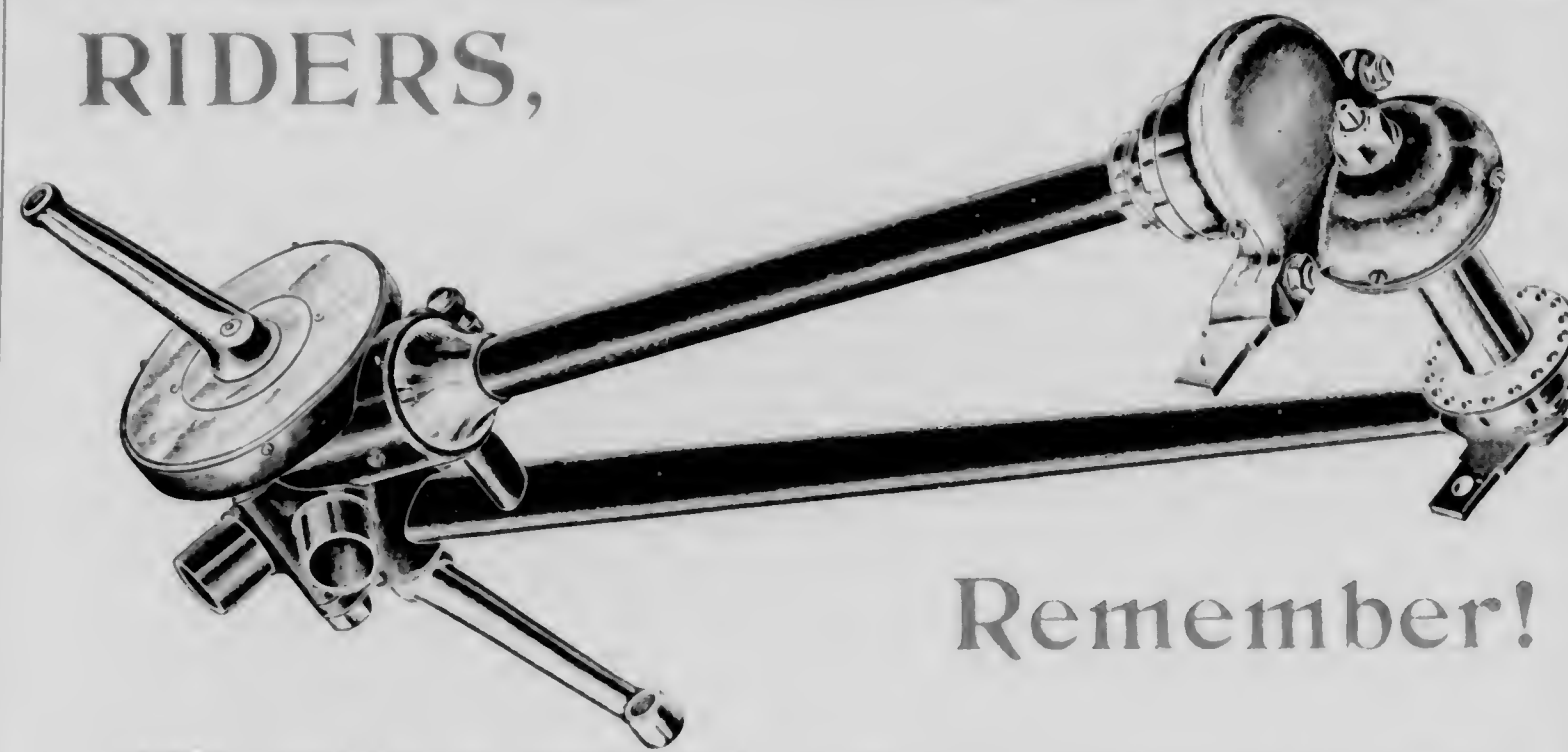
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"JUST WHAT MY  
PATIENTS NEED,  
IT IS PURE."

THE BROWN-BIERLE CO. ENG. DAYTON, O.

We guarantee the above firm will do as it agrees.—EDITOR.

RIDERS,



Remember!

**FIRST**—That a high grade Scientific Chainless is Superior in running qualities and in durability to a chain driven bicycle.

**SECOND**—That there are different types of chainless wheels and that the Best Geared Bicycle with Perfect Gears Stands Supreme in chainless construction.

**THIRD**—That Gears which are Correct in shape and with uniformly spaced teeth Do Run More Smoothly than Gears whose shape and spacing have been spoiled by hardening.

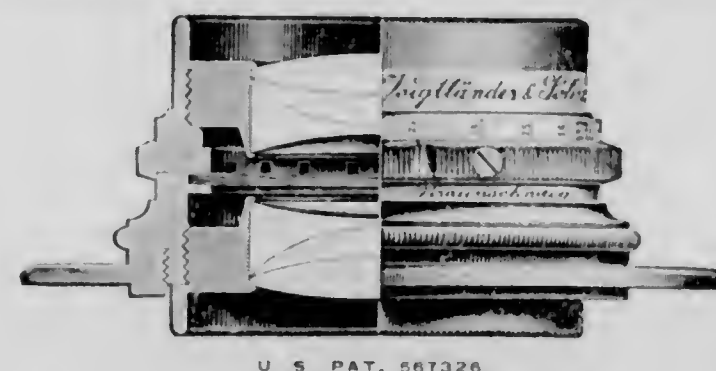
**FOURTH**—That Accuracy destroyed is not as good as Accuracy Maintained, even though the dealer may claim that his Gears are "just as good" as Leland-Faulconer Gears.

**FIFTH**—That perfect Gears give best results when they are Mounted in Substantial Accurate Fittings.

**SIXTH**—That a high grade Chainless with these perfected Gears and Fittings Costs You No More than a chainless wheel with inferior gears.

—QUOTED FROM OUR 1901 CATALOGUES.

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## The Collinear Lens

This lens is a recent optical discovery, scientifically constructed and free from the errors found in 90 per cent. of the commercial hand cameras.

IT WILL IMPROVE ANY  
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SPEED, CLEARNESS, BRILLIANCY.

WE FIT THIS LENS TO

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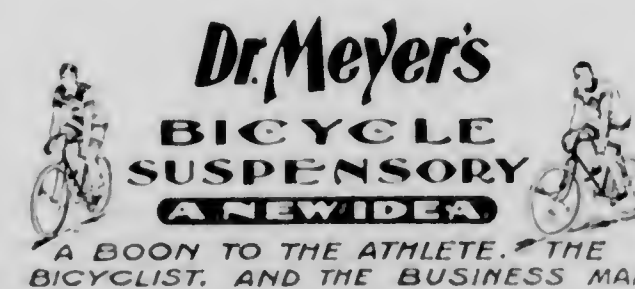
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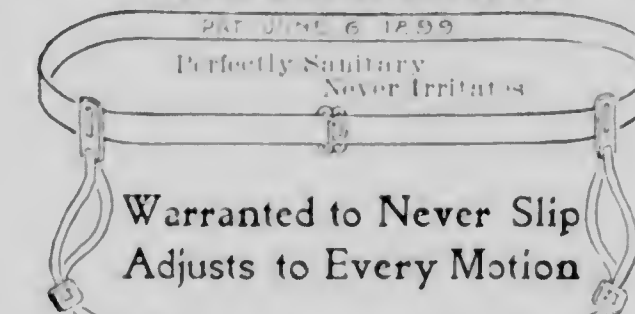
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477 West 14th Street, New York.



A BOON TO THE ATHLETE, THE  
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2 DETACHABLE SACKS  
WITH EACH OUTFIT.



No Buckles No Back Straps

In Dr. Meyer's New Idea Suspensory you have COMFORT, CLEANLINESS and ABSOLUTE EFFICIENCY. Sacks changed in a minute for washing. Sent free by mail on receipt of Price, \$1.00. Address

Doctor Meyer's T. B. Sanitarium,  
Mail Order Dept. A, Watertown, N. Y., U.S.A.

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THE L. A. W. MAGAZINE

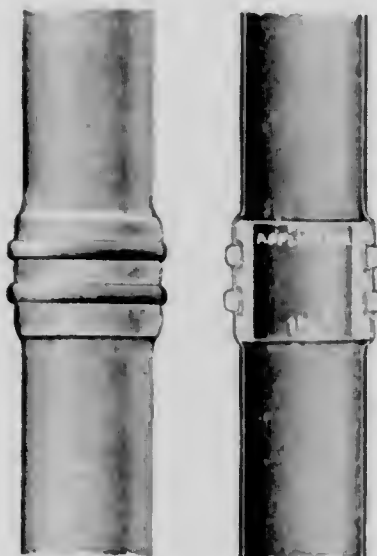
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IN ACTUAL USE FOR ONE SEASON AND

PROVED RELIABLE



Showing Position of  
Tube  
When Inflated

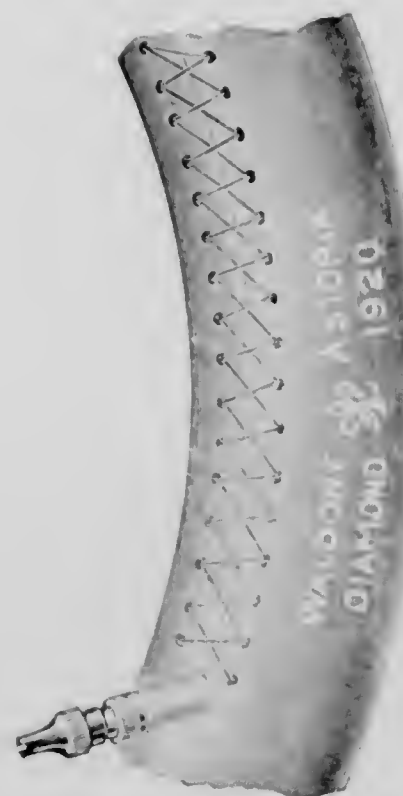


Full View  
Coupling

Interior  
Side View



Inner  
Tubes  
Separate



Style Lacing -  
Lace Holes Eyeletted

Continuous Air Chamber and Resilient as any Single Tube Tire.  
It is the best Tire for the Rider, because easiest to make a permanent repair.

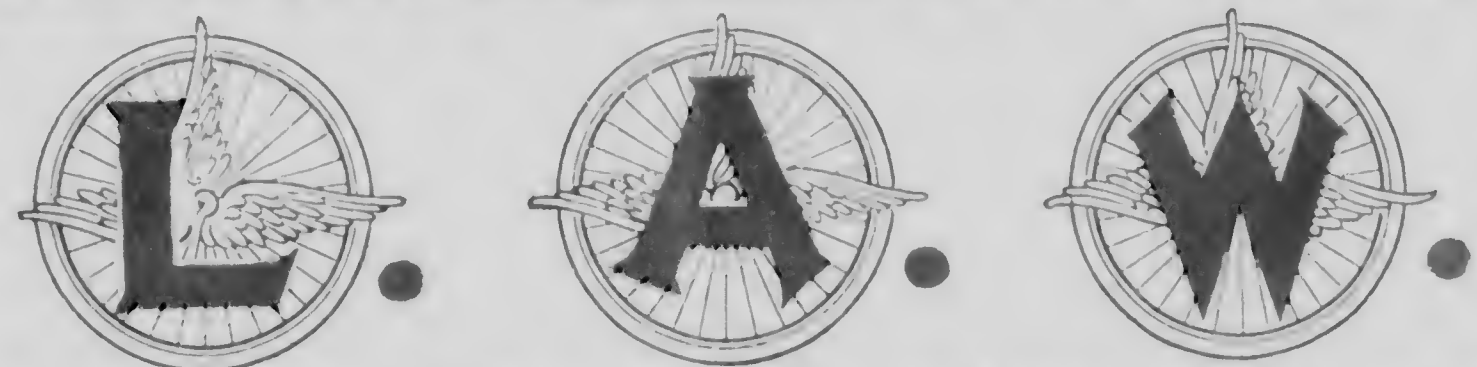
Insist on your wheel being equipped with the  
DIAMOND DOUBLE TUBE TIRES.

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OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN



MAGAZINE

OLD SERIES, VOL. XXXI.  
NEW SERIES, VOL. I, No. 9

FEB., 1901

PRICE, 10 CENTS.  
\$1.00 A YEAR.

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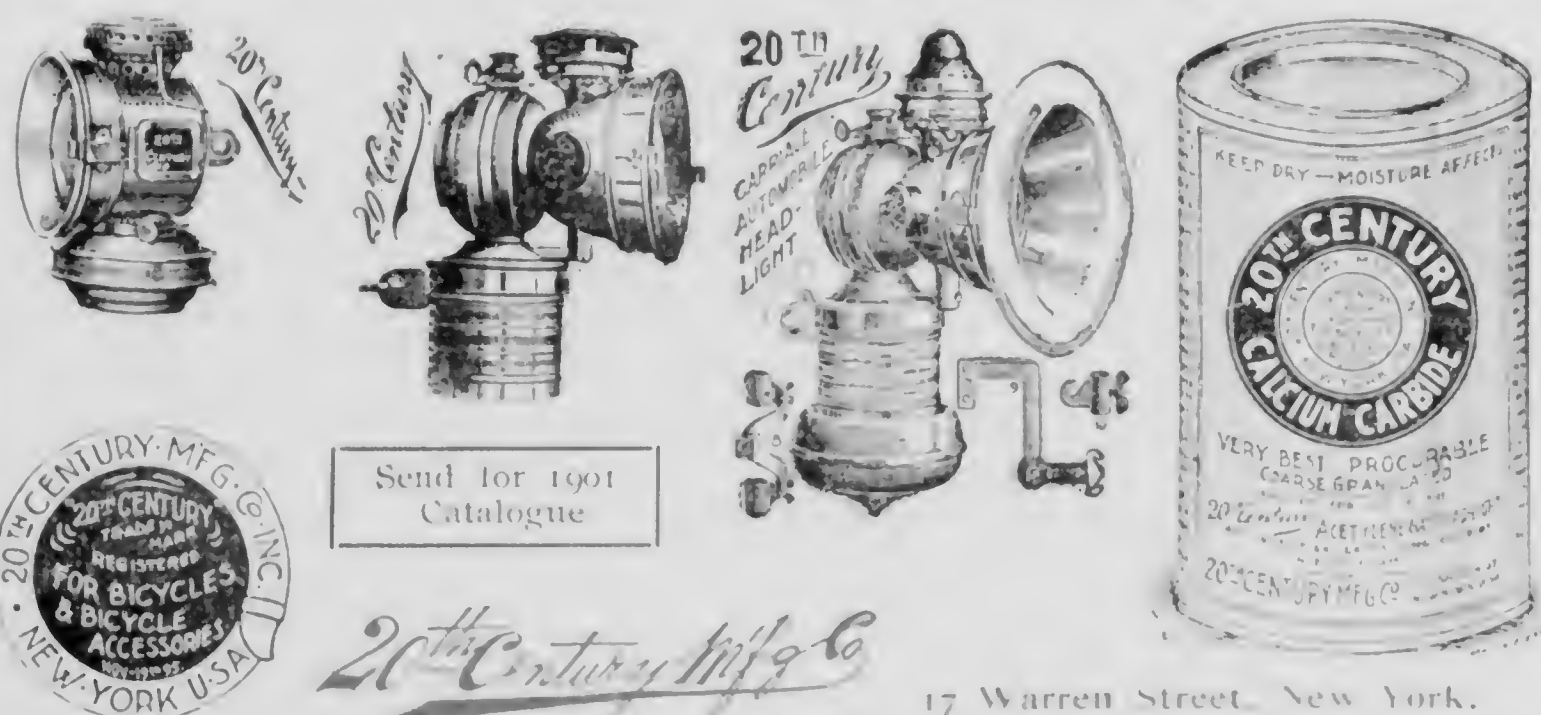
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20th CENTURY THIS? — 20th CENTURY THAT?  
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## 20th CENTURY Bicycle Head-Lights

Up to the century in improvements.

Likewise 20th Century DRIVING AND AUTOMOBILE Head-Lights.



Send for 1901  
Catalogue

*20th Century Mfg. Co.*

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**Any  
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can  
mend  
a  
G & J  
Tire**

**STRENGTH** is not required; just a little manipulation. Draw the air tube a few inches from the outer cover and stick on a bit of prepared patch. If you're tired, show the baby how.

**G & J TIRE CO.,**  
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**This is the Place**

**This is the Time**

To put your wheel in order. You need a Coaster and Brake. See this offer to L. A. W. members—A rear wheel with a New Departure Coaster and Brake, all ready to fit your tire to, and set into your frame. Any rider can do it. No machine work necessary. If you will send us \$5.00 now, or before the season rush opens, we will send you one of these rear wheels. You know the New Departure is good. If you don't know us, we can refer you to some one who does. We want to do business with you, so make this offer. If you want tires or anything in the cycle line, write us.

**F. B. CATLIN,**  
WINSTED, CONN.

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# L. A. W. MAGAZINE

Old Series, Vol. XXXI.  
New Series, Vol. I, No. 9.

FEBRUARY, 1901.

PRICE 10 Cents.  
\$1.00 a Year.

## OUR OBSERVATIONS OF THE MONTH

### National Assembly This Month

At the Hotel Lafayette, Philadelphia, on the 13th inst., the National Assembly of the League of American Wheelmen will convene for the purpose of hearing reports of the year's work, of altering the constitution and by-laws, and of electing officers. The first day will, as usual, be devoted to good roads papers and discussions, and on the morning of the 14th the real business will begin. Reports from officers and committee chairmen will be followed by the election, and after this will come the work of passing upon proposed constitutional amendments. Radical changes will doubtless be made, for a year ago it was decided that the then appointed Committee on Revision should prepare and present an entirely new draft of constitution and by-laws; and this committee's report will open the way for extensive amendments not published in the usual manner.

### Nature of Proposed Changes

It cannot be accurately forecast as to the line along which the National Assembly will move when amendments come up for consideration, owing to the complex nature of opinions that have already been advanced by Assembly members. The need seems to be apparent for considerable revision, but whether the revisionists will be conservative or radical cannot now be said. Doubtless the most radical proposition that has yet been talked of is that having in view the abolition of divisions and the establishment of the national body as the collective unit. To this New York, and perhaps other large divisions will present a strenuous opposition, and its success is by no means assured. In this connection, it is interesting to note a recent letter received in this office from Mr. R. S. Webbe, of the New York division, whose statements in full are as follows:

### Absorbing Topic of Interest

"The all absorbing topic of interest to members of the L. A. W. is the convening of the National Assembly, and the vast responsibility devolving upon it in the revision of the constitution, and especially is this emphasized when we think of the great results, and the stupendous influence and stimulating effect expected of the new product. In this

respect I do not desire to be pessimistic, but I rather cautiously question the wisdom or advisability of too radical a change, especially in those articles which have stood the test of time; and as far as I have been able to learn, the tide of opinion of the rank and file seem to flow in the direction of moderation. 'Let well enough alone' is a suitable watchword.

"A new broom does sweep clean; but the result depends more upon the tact and judgment of the housekeeper than upon the broom. If the house is in such condition as to make general house-cleaning (though maybe necessary) somewhat hazardous, and a too vigorous brushing is done, the results may be more far reaching and injurious than previously anticipated.

### Of Primary Importance

"What seems to be one of the very important matters which should claim the attention of the assembly, is the continued depreciating membership, and if some way could be found to arrest this condition, it will be, by thousands of times, of more benefit than many of those matters which are now placed in the foreground.

"A matter of such importance can scarcely be dealt with fairly or fully in limited space, but I shall endeavor to state briefly the gist of my views, hoping they will appeal to some of the delegates who will make use of them in the convention.

"It is not the question of how to get new members with which we have to battle—we all know how, I take for granted—but it is with how to keep them when once recruited! This salient question should never be lost sight of in the assembly.

### What Should Be the Unit?

"One of the foremost schemes that have come to me in deliberating on the above subject is that of division, and, when practicable, consulate clubs. Here is a nucleus. The practicability? One of the ways and means would be to have the consuls interview the members in their district or neighborhood and hear their views, or communicate through the MAGAZINE. Issue one or more shares of stock to each old member who so desires, and who may also become an active member of the club by paying





WALTER B. HASSON,  
Chief Consul Indiana Division.

monthly dues. It should be conditional that new members subscribe for one share of stock (\$1). You could then incorporate your division in each state without causing jealousy. I am a member of an organization, the state division of which has increased its membership at an average of 25 members per month in every 400, chiefly through its members and officers having pursued a somewhat similar course.

"As an inducement for new members, provide for a remission of the initiation fee until such time as, in the judgment of the president and executive committee, the condition of the League warrants its re-establishment.

#### Of Inestimable Value

"A division club of some kind would be of inestimable benefit to the League, and is the only means, when all others fail, of keeping members in line. All the peculiar and ridiculous schemes devised will never hold them together. There they will have a chance to meet and know their officers and other members and fraternize; and never in the history of the organization will its benefits be more appreciated and apparent than in such clubs. The chief cause of decline is apathy, and in some cases (as at National meets, for instance) selfishness on the part of those who by simply placing themselves in position where the rank and file may meet or know them, could have earned the allegiance of many a hundred, and possibly kept them in line. How often do we not hear the question, 'Who is president, or, who is chief consul now?' Though all estimable men, I presume, yet they have never had the privilege, even did they desire it ever so much, of meeting the members of their divisions (except when they happened to attend a meet, and then their time may have been possibly otherwise consumed.

"Is there no way, no means, of attaining solidarity in the division?"

#### Change Appears Necessary

Whether the national body, the division or the club is to be made the unit will depend, of course, on which plan promises the best results; but it is almost beyond denial that some change is necessary. Perhaps Mr. Caspar Whitney hits the nail on the head, when, in *Outing*, he suggests sectional divisions. Many state divisions are almost useless and certainly expensive. Some are better. Mr. Whitney advises that League territory be divided into sections, each including several states, and his proposition does not look at all bad. Along this line of thought, the idea comes to the L. A. W. MAGAZINE that a consolidation of minor divisions into sectional divisions and a "hands off" policy as regards the larger and successful divisions might work out happily.

#### As to Sectional Divisions

How would some such arrangement as the following appeal to National Assembly members?

Division No. 1—Maine, New Hampshire and Vermont.

Division No. 2—Massachusetts.

Division No. 3—Rhode Island and Connecticut.

Division No. 4—New York state.

Division No. 5—Pennsylvania.

Division No. 6—New Jersey, Delaware Maryland and the District of Columbia.

Division No. 7—West Virginia, Virginia and North Carolina.

Division No. 8—South Carolina, Georgia and Florida.

Division No. 9—Alabama, Mississippi, Louisiana and Arkansas.

Division No. 10—Kentucky and Tennessee.

Division No. 11—Ohio, Indiana and Michigan.

Division No. 12—Illinois, Iowa and Missouri.

Division No. 13—Wisconsin, Minnesota, North Dakota and South Dakota.

Division No. 14—Nebraska, Kansas, Indian Territory, Oklahoma and Texas.

Division No. 15—Colorado, Wyoming, Utah, New Mexico and Arizona.

Division No. 16—California and Nevada.

Division No. 17—Washington, Oregon, Idaho and Montana.

#### Results That are Probable

One of the probable results of such a rearrangement as this would be the opportunity of securing a list of more satisfactory division officers. Some division officers at present lack the time to do successful work, while others, having the time lack the requisite ability. By a combination of divisions into sections, the problem of securing more capable and energetic officials would be simplified to the extent that a fewer number would be required. For instance, the six officers in Maine, New Hampshire and Vermont would be reduced to two, and it would be an easy matter to secure two excellent men. Maine's sterling chief consul would be a good leader, and there would be no difficulty in securing

a first-grade secretary-treasurer. And what a splendid chief consul for the eleventh division could be had in Mr. Earle of Michigan.

#### Division Office Expenses Lessened

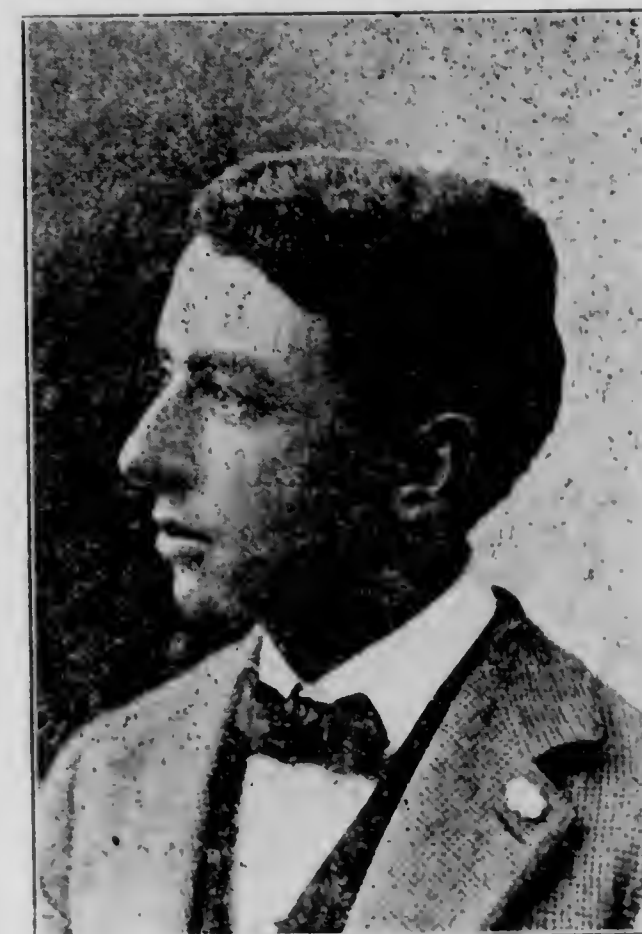
Another item of importance in this matter of sectional divisions is that of reduced division office expenses. One office in place of two, three or more, as the case may be, would result in a material saving of expenses, and the surplus could very profitably be employed to the advantage of the members affected. It would not matter to League members in Ohio, for instance, whether their chief consul was located in Cleveland, or in Detroit, or in Indianapolis, so long as their division showed life and accomplished results, and, therefore, the mere geographical phase of the question seems not to be important. Perhaps from this suggestion, the National Assembly may evolve a plan to satisfy all concerned and to bring about a period of League prosperity, which is a consummation much to be desired.

#### Nominees for Presidential Honors

State Senator Horatio S. Earle, of Michigan, and Mr. Geo. A. Perkins, of Massachusetts, are likely to be the only starters in the presidential stakes, with the former having a little the better of it, owing to his longer training period. Mr. Earle's friends started his boom a considerable time before Mr. Perkins' advocates got down to hard work, and the advantage that was thus secured by the Michigan Senator may prove a substantial obstacle in the path of the Bay Stater. But whatever the result of the presidential race, there can be no great dissatisfaction in the election of either of these gentlemen, for both are well qualified for the position and have proved themselves earnest workers for the interests of the League.

#### Chicago-Minneapolis Path

Western wheelmen are once more agitating the Chicago-Minneapolis cycle path project, and this time a new route is suggested. When first discussed, the plan was to go from Chicago to Milwaukee and thence through Madison and Prairie du Chien, across the Mississippi river to Austin, Minn., and thence north to St. Paul and Minneapolis. The Austin-Chicago end of this route is rough and practically out of the question, so that a new route from Chicago to Joliet, thence along the Illinois river and the Hennepin canal to Rock Island, where the Mississippi is crossed, and thence northwest to Austin, where the old route connects. The new route is considerably longer than the old one, but distance, while an important consideration, is third in the points to be considered. First is feasibility from an engineering standpoint and second is local support. There seems to be no doubt that the suggested route will be the most easily constructed, and offer the most advantages to the rider. But in addition it has the great advantage of passing through cities and towns where it will have enthusiastic local support. It is believed that a large part of the path could be laid out with a view to future widening for the common use of automobiles and bicycles. With this end in view, the support of the auto-



CHAS. E. WOOD,  
Secretary-Treasurer District of Columbia Division.

mobile interests might be secured from the beginning.

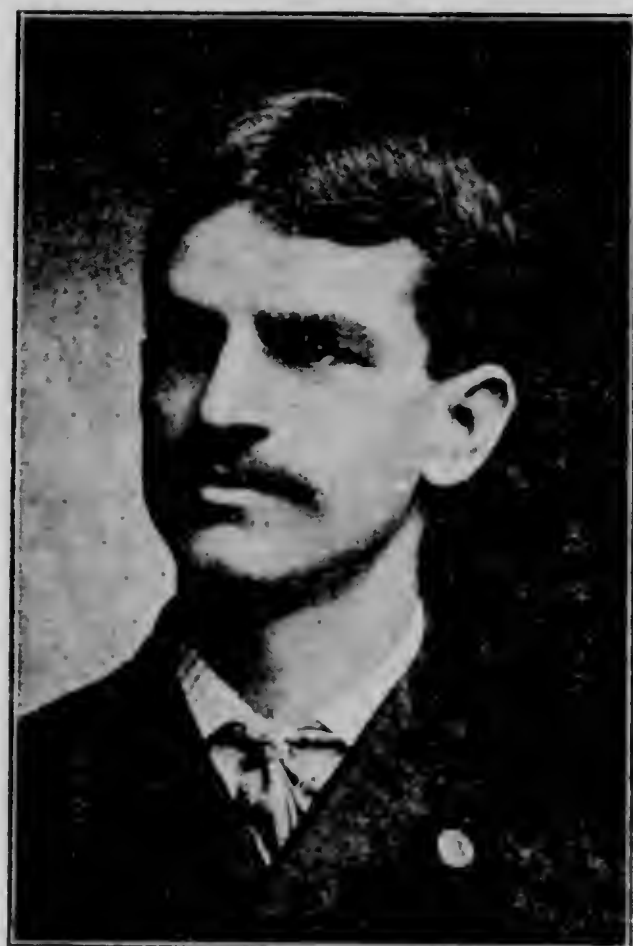
There are no high hills to be encountered and no great "height of land" to cross on this route, as the following altitudes of the principal points makes plain (the figures represent feet above sea level):

	Altitude.
Minneapolis (street level in center of city)	826
Northfield, Minn. ....	916
Fairbault, Minn. ....	1,003
Owatonna, Minn. ....	1,146
Austin, Minn. ....	1,203
Lyle, Minn. ....	1,206
Osage, Iowa ....	1,184
Charles City, Iowa ....	1,005
Waverly, Iowa ....	948
Waterloo, Iowa ....	841
Vinton, Iowa ....	810
Cedar Rapids, Iowa ....	733
West Liberty, Iowa ....	676
Davenport, Iowa ....	595
Summit level of Hennepin canal (about) .	650
Illinois river (about) ....	450
Ottawa, Ill. ....	484
Joliet, Ill. ....	540
Chicago (about) ....	590

#### Good Roads in Wisconsin

Although urged by Mr. Otto Dorner, former chairman of the L. A. W. Highway Improvement Committee, and by Senator Stout, to recommend the passage of the constitutional amendment authorizing state aid, Governor La Follette, of Wisconsin, failed even to mention this bit of legislation in his recent message, although he did use up a small amount of space in calling attention to the fact that the greater part of the money thus far spent for road improvement in the Badger State has been wasted. Governor La Follette recommends "thorough investigation and revision of



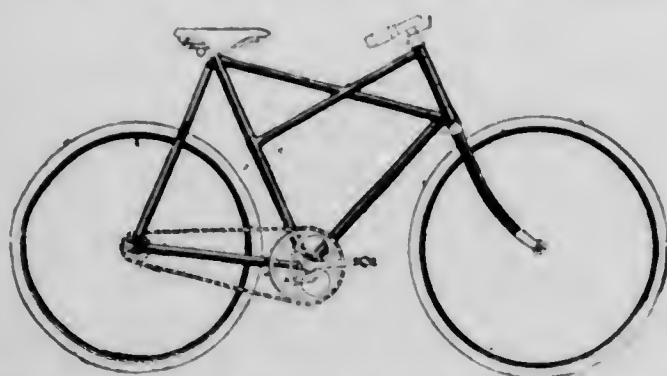


CHAS. W. MEARS,  
Chief Consul Ohio Division.

the road laws of the state," and suggests that "the legislative committees having this subject in charge be organized with more consideration for its great importance."

#### Bicycle Trade Topics

England is interested just now in the cross-frame construction, which British manufacturers are advertising extensively. A cut, showing the design, is here printed. The Fowler Cycle Works, at Chicago, and the McKaig-Dorntge Drop Forging Company, at



Ebenezer, N. Y., were fire sufferers during the past month. The death of Felton Parker, manager of the A. B. C. patent department, occurred during December. The Patee Bicycle Company, of Peoria, Ill., has purchased and will operate the Outing plant, at Indianapolis. The sixth annual cycle and motor show, at Madison Square Garden, New York City, January 12-19, was a splendid success. E. L. Ferguson, former editor of the Motor Vehicle Review and mechanical editor of the Cycling Gazette, has become associated with the E. R. Thomas Motor Company, of Buffalo.

#### Miscellaneous Matters

Portland, Ore., wheelmen are preparing a new side path bill for passage by the legislature to take the place of that which was re-

cently declared unconstitutional. Mr. W. S. Bull, former secretary-treasurer of the New York Division, L. A. W., is in charge of the cycling department of the Pan-American exposition at Buffalo, and urges that the next National Meet be held in connection with the big fair. Walter L. Stannard, of Springfield, Mass., is the mileage champion of the Century Road Club of America. During 1900 he rode 38,887 miles. A. L. Matlack, of Camden, N. J., who rode 261 centuries during the year, is the C. R. C. century champion. Victor Morgenroth, of Baltimore, by covering 150 centuries during 1900 won the honors in the Century Cycling Club of Maryland.

## FROM DAY to DAY

DECEMBER, 1900

15—Austral Wheel race, 2-mile handicap, 138 starters, won by A. C. Forbes, 15 yards, in 4:19 3-5, with G. R. Morgan, 20 yards, second, and H. H. Hudson, 210 yards, 3.—Melbourne, Australia.

20—Kramer 1, Walthour 2, Cooper 3, in 23-mile open. Elkes rode paced mile in 1:36 1-5, at New York City.

22—Elkes 1, Michael 2, in 15-mile match. 26:03 2-5, at New York City. Oscar Aaronson, six-day rider, died of pneumonia, at New York City.

23—Nelson 1, Downing 2, in 3-heat, 5-mile match, at Los Angeles, Cal.

26—Orlando L. Stevens and Lottie E. Theurkauf married, at San Jose, Cal.

27—McKaig-Dorntge drop forge plant burned, at Ebenezer, N. Y.

29—McEachern and Downey won races at Boston. Rhode Island division, L. A. W., met at Pawtucket.

31—Patee Bicycle Company, Peoria, Ill., bought Outing plant at Indianapolis. Ohio division, L. A. W., met at Cleveland.

JANUARY, 1901

1—Boston six-day race started. Walter L. Stannard, Springfield, Mass., covered 38,887 miles, declared C. R. C. mileage champion of 1900, and A. L. Matlack, Camden, N. J., riding 261 centuries, declared C. R. C. century champion.

5—Six-day race resulted in a victory for Robt. Walthour, who covered 1,099 miles, 1 lap, with Stinson second and McEachern third—Boston, Mass.

8—Ross defeated Moran in 15-mile match in 27:25 3-5. Turville won mile handicap, and Chas. Turville beat Waller in pursuit race.—Boston.

12—First American motor cycle races run at Boston. Elkes defeated Ross in 15-mile match in 27:15 2-5—Boston.

12-19—Sixth annual national cycle show—New York City.

15—Taylor beat Elkes in heat match races—Boston.

16—Mile professional handicap won by Ross with McEachern second and Walthour third. Taylor won, but was disqualified for fouling—Boston.

## AWHEEL IN THE HEART OF OLD JAPAN\*

By T. PHILLIP TERRY

One of the most delightful cycling stretches on the Tokaido is encountered after leaving Yokohama along the classical shores of Lake Biwa, called the Lake of Omi by native poets for its fancied resemblance in shape to a Chinese guitar.

Next to the matchless cone of Fuji-no-Yama, Lake Biwa is nearest in sentiment to the Japanese heart, and many a tender

strictly adhere to the Buddhist principle respecting life, and foster and care for the myriad birds which make the islands their constant home. On any quiet evening during the breeding season of July and August countless thousands of cormorants and herons can be seen winging thitherward their flight, and the boat goes near enough to land for one to see the little world of



From Outing, for October, 1900.

THE NEIGHBORHOOD OF KOBE

song and plaintive native verse tells of its eight known beauties. The Biwa district is the Japanese Killarney, and the mountain ranges of Hiei-zan and Hirayama, descending in silent slopings almost to the western shore, impart a lovely grandeur, even more impressive and picturesque than that suggested by the range of hills which guards Killarney's sides.

Though the old Tokaido stretches its circuitous length around the border of the lake, a somewhat modern ferry-boat speeds swiftly across and gives a more extensive view of the fairy islands, dotting in emerald splendor this dozen miles of tideless sea. The priests who dwell upon the islands

nestle peacefully from the branches of the pines.

With an eye to things practical as well as to the beauties of the lake, the Japs have tunneled a waterway eight miles in length directly through the hills, and, while shortening the transit from the Biwa district to Kyoto, this splendid head of water furnishes power to the Kyoto electric-light works, and to many mills and factories throughout the place. In following the Tokaido over the crest of the range, the abysmal air and light shafts of the tunnel occasionally appear. Deep down in their weird and grewsome depths heavily laden cargo junks drift quietly along, and the demon, holding the flambeaux high in air to light the way along

\*From Outing, for October, 1900.



this Eastern Styx, reserves an agile eye for vagrant clods and similar facetious visitations from above.

I awoke in Kyoto to the sound of the rain pelting a musical tattoo against the roof, and to my first experience with rainy weather since leaving Yokohama. If the Japanese, as has been said, make a pleasure of business and a business of pleasure, they certainly make light of the rain; for as I placed my moistened index finger upon the surface of the paper shoji, and looked through the temporary transparency into the sloppy street without, I detected no diminution of the swarm of life always observable in a Japanese thoroughfare. Instead of the straw waraji, or fair-weather sandal so popular in Japan, tall wooden geta, that raise the wearer some inches from the ground, are worn, and the noise and clatter as the people teeter along the street blend merrily with the pattering rain on the roof, and completely efface that feeling of tender melancholy which unwarrantably assails the biliously inclined on dark and rainy days.

Who has not seen a Japanese street on a rainy day has yet to see one of the most striking features of the native life. Like most primitive peoples dwelling near to nature's heart, the Japanese naturally turn to nature's bountiful hand in time of distress, and the makeshifts they devise to shield themselves from her maternal tears are as simple and effective as they are outre and picturesque.

On rainy days all Japan of the lower class turns out in rice-straw mackintoshes and home-made hats, and very much resemble exaggerated porcupines with the yellow quills couchant, as, with bare legs showing beneath the straggling fringe of mud-bespattered straw, they trot along the streets. This cumbersome rig serves the purpose of making them the most unhappy and woe-begone-looking wretches imaginable; even a bedraggled rooster would let down his smuggled leg and chuckle for joy at sight of them.

Knowing full well the penchant a Japanese sky has for raining and continuing to rain when fairly started, and hopeful that the faint lightening of shade in the southern heaven means local rains here, but fair weather beyond, I adjusted my cycling raincoat, and, looking very much like a turreted torpedo-boat with the paddle-wheels below, rode swishingly down the narrow streets to the sound of the rain and the splashing mud as they beat a friendly warning on my rubber-covered back.

Judged by the consternation I created, I am fairly forced to believe I own the dubious distinction of being the first cyclist who ever appeared in Kyoto's streets in such a rig. I recall one group of country dames, tramping along in the middle of the street beneath their bamboo umbrellas, with kimonos tucked up above their bare and pudgy knees, heedless of the overhead, on the government telegraph wires, the rotund rain-drops ran slowly along their aerial and tenuous trolleys as if to secure a better view as I rode splash-

ingly beneath. Bespattered lines of rickshas pulled by coated coolies with designating ideographs in the center of their backs; bobbing lines of white, yellow, and multi-colored bamboo parasols, and umbrellaless musmees, with squares of oiled paper folded over the head and knotted coquettishly beneath the chin; all poured by in an endless stream, giving me an amplitude of roadway as pleasing to me as it was doubtless satisfactory to themselves.

For fifteen miles south from Kyoto it was a grim and tasteless ride. The rain was now fortunately against my back, but continued to descend in slanting sheets, fine and penetrating. A dull, harshly growling sky brooded sullenly over all. Dense leaden clouds, faced with a lightening of shade about their edges, shifted heavily, whipped hither and yon by the breeze, which banked them in heavy masses, only to tear them to shreds.

When I was but five miles out of Osaka the storm began to spend itself. The black-tiled roofs of the suburban houses, pushing their shining bulk above the surrounding trees, suddenly took on a tinted wave of green and gold. A rift, through which fell a ladder of sunlight, broke athwart the tumbling clouds; acres of gray vapor sped swiftly away; a mile of blue sea above smiled winsomely at the blue sea below, and Osaka was bathed in a halo of sunshine as I wheeled drippingly through the outskirts of the town.

The matutinal sun, flushed and caloric from its vertiginous rush across the Pacific, but smiling and happy at being able to keep an early appointment with the Mikado's empire, is just making its appearance into Osaka from the east as I wheel southward from the city, pleased to be quit of it, with its narrow, bustling streets, its myriad smoking chimneys, and the buzz of its already whirring machinery; at once the most significant and the most incongruous spot on the island. Incongruous, because of the difficulty one experiences in reconciling the diminutive, artistic Jap with a big, lumbering building gorged with whirling, clanking machines, and pouring turgid clouds of Stygian smoke from its aerial chimney; and significant, because Osaka is today a living prophecy of what Japan will be within a short decade from now—a country dotted from Tappizaki to Kagoshima with mills and factories, ringing with the hum of a million spindles, echoing the music of contented workmen, and fairly in line with, to them, the wonderful genii of the Occidental world.

Although the intelligent Japanese are adopting Western usages in multitudinous ways, many of the people fondly cling to their antiquated ideas, and ere I am a mile from the Osaka limit, bowling merrily down the hill-environed valley, I am treated to an exhibition which aptly illustrates the above. From Osaka to Kobe is seventeen English miles. Following the railroad line and the Tokaido, the intervening country is comparatively level, flanked on one side by the ever-accompanying sea, and on the other—but a short distance away—by a serrated range of irregular hills that extend for many miles southward through the

### The Chinaman's Excuse

A Foxton Chinaman, recently collared riding his wheel on the footpath, instead of appearing in court sent his apologies and defence by letter, to the magistrate. This is how he put it: "Your Worship: I solicit you allow me to explain it. I did rode on the side of the footpath between Mr. Spiers'

island. Osaka enjoys the distinction of supporting a very important rice exchange, and is also the base for the merchants of the hamlets and villages for leagues around. Ruling country prices are governed by Osaka, and quotations on the principal commodities—of which rice forms a conspicuous part—are daily heralded to the towns about by a wigwagging system.

The infiltration of Occidental ideas has so tinted the complexion of the Japanese



From Oshima for October, 1900.

A BIT OF THE TOKAIDO

treaty ports that an evolutionary tinge shows itself on the outskirts for miles around; and if the visiting cyclist were without map or idea of locality he could readily deduct the nearby presence of a shipping city by the hybrid customs and the general change in the natives he met along the road.

(Concluded next Month.)

Ride for the pleasure of riding, for the blessing of health, and give heed to the beauty of nature around you; but ride not for mileage nor speed.

place and the burned Manawatu Hotel place in a distant about fifty steps, as I did know the law as I several seen other cyclist did on the footpath on Main street, and in the meantime the road was very muty and unpassible for the bike. Also I went to see Mr Spiers some important business and in great hurried for return to shop as no body to attend it on, and I done it not purposely. So venture to solicit your worship be kindly forgive me this first offend. Also excuse me disappear to the Court, as no body to mind the shop for me if I appear to the Court, and I will pay the cost or other's expense if unexcusable me this first time." The defendant was let off with a fine of 2s 6d.



# SPORTS THAT INTEREST LEAGUE MEMBERS

## Base Ball Situation

These are the three big circuits that have been announced for the season of 1901:

National League.	American League.	American Association.
Boston	Baltimore	Baltimore
Brooklyn	Boston	Boston
Chicago	Chicago	_____
Cincinnati	_____	_____
_____	Cleveland	_____
_____	Detroit	Detroit
_____	_____	Indianapolis
_____	_____	Louisville
New York	Milwaukee	Milwaukee
Philadelphia	Philadelphia	Philadelphia
Pittsburg	_____	_____
St. Louis	Washington	Washington

Whether or not the American Association will even start the season is problematical, for the newest body is a flimsy organization, which owes its life wholly to the National League's antagonism toward the American League, which, now independent of National League domination, has invaded National League territory in the east and intends to show baseball enthusiasts in that section of the country that it is, in truth, the only national organization meriting confidence and support. The National League is a baseball trust in which the magnates care little how they please or displease the public. But they found protective measures necessary when the American League strode boldly forward onto "sacred" ground, and this realization of the necessity of protection has found expression in the formation of the American Association, which seems to have about as much chance of living as does an already dead and buried body. The New York Sun thus sizes up the situation:

"It can be seen that the National League has carefully protected itself, for in only three of its eight cities are there rival clubs. Because the American League asked to be allowed to place clubs at Boston and Philadelphia as well as at Chicago, the magnates of the National League became bitterly disposed toward Ban Johnson and in order to kill off his plan they helped to organize the flimsy association circuit. The National League men do not want to foot the expenses of a war themselves, so they have got the Association men to do it, though the latter have not opened their eyes to the situation. After they have studied the summary of cities, however, they

may be able to realize what a case of bunco they have been up against. The National League schedule will be so arranged that the games will not conflict with those of either the American League or the Association. This means that the clubs of the last two organizations at Boston, Philadelphia, Baltimore, Washington, Detroit and Milwaukee must fight one another for what patronage the National League does not enjoy. In a word, there is to be a tussle between the American League and the Association, with the National League as timekeeper and referee. The latter will also act as bottleholder for the Association, but not as financial backer. 'Is it not enough,' ask the magnates, 'to have awarded protection to the American Association, along with permission to locate at Boston and Philadelphia without putting up any money?'

"The Association men, before leaving town on Saturday night, admitted that they had been craftily dealt with by the National League. They said that Watkins and Pulliam, who engineered the scheme in the interest of the National, had given assurance to them that they would be allowed to have clubs at Boston, Philadelphia, Chicago and St. Louis, but that when they got into session with the National League schemers they learned to their sorrow that Chicago and St. Louis were out of the question and that unless they played ball at Philadelphia on the National League grounds they might just as well go home empty handed. Yet though handicapped by a poor circuit and unstable backing in at least four of the cities, the Association is expected to put the American League out of business at its own expense. In other words, the promoters who have been jollied by the National League, including A. H. Koch, C. S. Havenor, H. D. Quin, Arthur Irwin, G. D. Bramen, T. C. Noyes and others, are to loose their good money in the unworthy attempt to put the National League's national rival out of business.

"It costs close to \$60,000 at a low estimate to run a first class ball club in a paying city. Does anybody believe that Koch, for instance, who is one of the smartest sporting men in the west, is going into Detroit to drop money in a fight with the American League club of that place? Koch was willing to put up \$112,000 for ground and to start a club at Philadelphia, but his relegation to Detroit was a sad blow. He will have to go to the expense of building grounds there and that will make a handicap for him at the start. James F. Burns, the principal owner of the Detroit American League club, has money and experience and does not intend to have his city invaded. The idea of Detroit supporting two ball teams is absurd when it is taken into consideration that the National League champions of 1887 were not supported and their owner, F. K. Stearn, was compelled to sell the

club, lock, stock and barrel. Those who know say that Koch will not go on at Detroit and that he will make an announcement to that effect in the near future. That would knock the western end of the Association sky high, for Louisville and Indianapolis never have been regarded as good ball towns. The situation at Milwaukee is similar to that at Detroit. Two clubs in the former city means the loss of big money."

It is apparent that the American Association is to be the League's catspaw, and the question arises as to whether the men whose money is to be invested in American Association clubs will go on with their project in the face of emphatically dismal prospects. The American Association at best will be at a great disadvantage in its fight with the American League, for the latter has a reputation of excellent character, its games are fast and clean, its president upholds the umpires even against club owners, it has players and parks, it is already firmly established in the baseball business, and it is entirely free from the injurious domination of the National League. On the other hand, the American Association will always taint of National League methods and aroma, in addition to which it is backed by a lot of speculators who have neither grounds, players nor reputation. Should the war be waged, the prospect is that not only will the American League score a clean victory over the American Association, but also, since the American Association represents the National League, that the American League by its victory over the Association will score so immensely over the National League that the latter will have difficulty in recovering from the set-back.

The American League outlook is of the rosier hue. It has well located grounds in all its western cities, while in Boston its grounds will be better located, more accessible and in general superior to those of both the National League and the American Association. In Baltimore, Washington and Philadelphia it is well backed financially, and is certain not to be euchered out of the finest available location.

## MINOR LEAGUE AVERAGES

Official averages of the New York state, Connecticut, Montana and California leagues are now available, and the figures of the American League are now all that remain to be promulgated. The New York's body, Quinn, of Cortland, was the leading batter, his average being .411. Dobbs, of Utica, was second. The leading fielders were: Messitt, catcher; Goodwin, pitcher; Earl, first baseman; Childs, second baseman; Doherty, third baseman; O'Brien, short stop, and Seigle, Dobbs and Brodie, outfielders.

Ladd, of Derby, was Connecticut's best batter, hitting out an average of .371. The veteran "Orator" O'Rourke, batted .358, while that other veteran, Jerry Denny, batted .279. In fielding these were the leaders: Duff, catcher; Mills, pitcher; Theisen, first baseman; Doherty, second baseman; Kiernan, third baseman; Quinlan, short stop, and Connor, Magie and Sheffler, out fielders.

The Montana record places McIntyre, of Anaconda-Helena, at the head of the batters with an average of .441. Armstrong was the

leading first baseman; Flannery, second baseman; Shelton, third baseman; Deisel, short stop; Jones, pitcher; Hurley, catcher; McVicker, Lloyd and Lynch, outfielders.

Pace, of Stockton, led the California batters, with an average of .314, while Krug, of San Francisco, ranked second. In fielding, Streib was first as a first baseman; Reilly, second baseman; Kelly, third baseman; Francks, short stop; McHale, Heid and Pyne, outfielders; Sullivan, catcher, and Moskiman, pitcher.

## Among the Golfers

### NEW GOLF PRESIDENT

Robert H. Robertson of New York, who now occupies the position of president of the Metropolitan Golf Association, will be elevated to the presidency of United States Golf Association at the coming annual meeting, which Secretary Robert B. Kerr announced today would be held at Delmonico's, New York, on February 28. Mr. Robertson will succeed W. B. Thomas, treasurer of the American Sugar Refining Company, who is traveling in Egypt with his family, and who positively declined before sailing for Europe last fall to serve a third term.

The other names on the ticket nominated are:

First vice-president, John Reid, St. Andrews, renominated; second vice-president, Hobart C. Chatfield Taylor, Onwentsia, Chicago, renominated; secretary, Robert B. Kerr, Lakewood, renominated; executive committee (additional members), James A. Stillman, Newport Golf club, and G. H. Windeler, Country club, Brookline, Mass.

The nominating committee consists of Charles B. MacDonald, Oliver W. Bird and Rodman E. Griscom.

The name of Andrew Carnegie was not considered seriously by the committee as a presidential possibility, as it was known that he has not the time to devote to the office.

### A REMARKABLE PLAY

During Lower Lakes championship contests at Detroit in October there happened one of the most remarkable occurrences that ever took place on any golf links. Lieutenant George S. Hayward, U. S. N., now stationed at Cleveland, is 6 feet 2 inches tall, and weighs upwards of 220 pounds. He was driving from the first tee. Now, those who have been much to the Pointe, know that just back of the little chapel, and a little to one side of the first green, is the parsonage, two stories in height, which is now vacant. Lieutenant Hayward swung his club with a mighty swing, and lo, the ball sailed swiftly and strong, although a little off in direction. Clear over the bunker it went, fully 175 yards and more, at which distance it was up to the house of the clergy. Straight through a screen and window it went and, behold, the lieutenant's ball was inside the house. Perhaps he had been dreaming of his troubles at Manila when he threw shot into the Spanish ships. Now, it is a rule



that one must play his ball from where it lies, so the naval officer was up against a real problem. T. H. Newberry was there to help him out, however, and forcing open a window he boosted the lieutenant into the house. Going upstairs the ball was found lying against a trunk in the back room, where it was impossible to get it out without playing it through to the front room. Nothing daunted, the lieutenant swatted the ball with his cleek. Those outside heard a mighty rumpus, as if all the plaster was falling off the walls, but it was only the ball making the circuit of the room several times. Another stroke, with a greater clatter and rattle, sent the ball spinning through two rooms until it found an opening into the front chamber upstairs. All this in three strokes. Then the lieutenant opened the front window by putting up the lower sash. Another stroke, unfortunately a little high, sent the ball crashing through both thicknesses of glass and the screen, and out into the green. Then the lieutenant came down and made the hole, halving it in six with his opponent, Mr. Hudson. Lieutenant Hayward said that this was the first time he had ever played a ball through a church house.

#### FLORIDA DATES ANNOUNCED

Secretary Charles B. Cory, of the Florida East Coast Golf Association, has announced the approximate dates of the third annual tournament, under the auspices of the body in question. The start will be made on the Nassau links, in the Bahamas, now enlarged to nine holes, covering a playing distance of 2,400 yards. The dates named are February 28 and March 1 and 2. Here are the other dates and the distances of the courses:

March 7, 8, 9, Miami—Distances, 210, 230, 462, 145, 534, 340, 150, 279, 422. Total 2,772 yards.

March 14, 15, 16, Palm Beach—Distances, out, 210, 215, 154, 200, 225, 239, 128, 254, 178—1,803; in, 326, 310, 247, 217, 226, 300, 167, 341, 230—2,364. Grand total, 4,167 yards.

March 21, 22, 23, Ormonde—Distances, 326, 252, 334, 273, 280, 185, 312, 260, 150. Total, 2,372 yards.

March 28, 29, 30, St. Augustine—Distances, 193, 334, 158, 240, 325, 330, 370, 245, 207. Total, 2,402 yards.

#### ADVICE TO WOMEN GOLFERS

Golf as a game for women has had such a wide popularity that the advice of Horace Hutchinson as to the clubs best suited for feminine effort will be read with interest by every woman who swings a stick. He says:

"We do not see women at so great a disadvantage in driving from the tee. Her disadvantage becomes a little more marked when it is a matter of the second shot, that perhaps has to be forced away from an indifferent lie, but most strongly of all evidence when it comes to playing with iron clubs. Therefore, if we may so greatly as dare to offer her unsolicited advice, we would say, 'Why play with the iron clubs except under stress of necessity?' Generally spoons will serve every purpose quite as well, and we see, as a matter of fact, a revival of an old club with a new name (it is

now called a toby, but is, in fact, virtually identical with the old short spoon), coming much into vogue with women at golf. It is certain that they make better work with them than with the cleeks and driving irons that call for such an expense of muscular force. This may be said especially to women golfers, but there is many a man also who would do better and more wisely if he used wood more and iron less. There is some silly prejudice against the use of spoons, as if the cleeks and driving mashies were more womanlike; but it is a prejudice that is dying out under the argument that the weapon is most workmanlike that does the best work, and in the hands of all but the passing strong and the passing skillful the wood will do better work than the iron."

### Exposition Sports

Sports of all kinds will be featured at the forthcoming Pan-American exposition in Buffalo, and although no definite engagements have been made the following events have been tentatively planned by the committee, and are now the subject of correspondence:

College Baseball.—A number of games will be arranged.

College Football.—A number of games will be arranged between teams representing well known universities, the games to take place in late October.

Intercollegiate Meet.—It is the especial desire of the committee that this meeting usually held in New York City, be held in Buffalo. The committee believes an ideal program would be to hold on the Exposition grounds the Eastern intercollegiate meeting, then the Western intercollegiate meeting, these to be followed by a Pan-American intercollegiate meeting, open to winners in the two previous meetings.

Other College Sports.—It may be possible to include various other intercollegiate sports, such as water polo, cycling, la crosse, etc.

A. A. U. Championship.—The Amateur Athletic Union will be invited to hold its annual track and field championship meet within the Exposition grounds some time during the year. It is planned to devote two days to these events.

Lawn Tennis.—A tournament has been planned in which it is expected that all the leading players of America will take part.

Marathon Race.—A Marathon race will be planned, with start and finish in the Stadium. At the Olympian games four years ago the Marathon race was the most attractive feature.

Cross Country Running.—It is intended that this sport shall receive due consideration.

La Crosse.—Competition will be arranged. The leading Canadian and American teams will play as many preliminary matches as entries call for prior to the final event, when the winning teams will cross sticks for the championship.

Central Association.—The Central Association of the Western States in the near vicinity of Buffalo may be invited to hold its an-

nual track and field championship in the Stadium.

Cycling.—The building of a special bicycle track within the Stadium is being considered and it is hoped that an interesting competition may be planned which will include the leading cyclists of the world.

Roque.—The Roque Association will be invited to hold its annual tournament in the Stadium and suitable world's championship prizes will be given.

Shooting.—A trap and target shooting competition has been planned.

Caledonian Games.—The favorite sports of Scotland will be encouraged and events will be planned and prizes offered which should attract to Buffalo the leading Caledonian athletes.

Gymnastics.—The National championships, open to all gymnasts, may be held in the Stadium, and should prove a very interesting feature.

New York State School Athletes.—It is planned to have preliminary school contests for Erie county and vicinity and it is proposed to hold an inter-scholastic meet open to all schools of the United States.

Military Maneuvers.—It is proposed to make a special feature of military maneuvers. Athletic competitions will be given, open to athletes who are members of the National Guard.

Turn Verein Meeting.—Representative Turners of the United States will give an exhibition of gymnastics in the Stadium.

Cricket.—An effort will be made to have the annual Canada-United States match played in Buffalo next year.

Bowling.—Plans are being considered for the holding of a representative bowling tournament.

Professional Baseball.—It is probable that a number of games between representative professional baseball clubs will take place in the Stadium.

Gaelic Football.—In the World's Fair championship at Chicago one of the most interesting competitions was the Gaelic championship and as many teams are now playing Gaelic football in the United States, a series of games will be played; one to select the Canadian champion and the other the American champion, when the final games will be played.

Association Football.—It is proposed to arrange a suitable competition for the championship. The preliminaries to be the same as in the Gaelic game.

Basket Ball.—Several days will be devoted to this prominent American game. Although an indoor game, there is no doubt that it could be played successfully within the Stadium. Two or three games could be played at one time in order to facilitate matters.

As many athletic governing bodies have not yet been appointed for 1901, a completed schedule of events cannot be announced until early spring. In the meantime, the committee will be pleased to receive communications from the various athletic associations, and any suggestions as to events, dates, etc., from those who are interested in sport will receive careful consideration.

All communications concerning the above should be addressed to Jesse C. Dann, chairman, 433 Ellicott Square, Buffalo, N. Y.

## Doings of Athletes

### FROM THE MIDDLE AGES

Tennis, or a game very like it, was played in the Middle Ages by the kings and nobles of France Italy and Spain. Indoor tennis is supposed to have been introduced by Major Wingfield in 1874. It was essentially the game of today. In 1877 the All-England Croquet and Tennis Club formulated the rules which are in the main those of today.

B. F. Hadow, of England, introduced in 1878 the lob. H. F. Lawford developed the swift cut, which bears his name. Until 1881 the style of game used was the back court. In this year the Renshaw brothers introduced the volleying game, with the "Renshaw smash."

Lawn tennis was started almost simultaneously in America and England, the first court in this country being in Nahant, Massachusetts.

The United States Lawn Tennis Association was formed in 1881. The first tourney was held at Newport in 1881. R. D. Sears won the national championship and held it until 1888.

A remarkable feature in the championship of America in singles is that since 1881 it has been held by only six men, while the doubles have been held by 11 pairs. Following is the record:

R. D. Sears first held it from 1881 to 1888. In 1888 and 1889, H. W. Slocum, Jr., took the honor, and was succeeded by O. S. Campbell, who held it three years. R. D. Wrenn took it in 1893 and 1894, lost it in 1895 to F. H. Hovey and regained it in the following two years. Since 1898 M. D. Whitman has been champion.

The records in doubles are as follows: 1881, C. M. Clark and F. W. Taylor; 1882-84, R. D. Sears and James Wright; 1885, R. D. Sears and J. S. Clark; 1886-87, R. D. Sears and James Wright; 1888, O. S. Campbell and V. G. Hall; 1889, H. W. Slocum and H. S. Taylor; 1890, V. G. Hall and C. Hobart; 1891-92, O. S. Campbell and R. P. Huntington, Jr.; 1893-94, C. Hobart and F. H. Hovey; 1895, M. G. Chace and R. D. Wrenn; 1896, C. B. Neel and S. R. Neel; 1897-98, L. E. Ware and G. P. Sheldon; 1899-1900, H. Ward and D. F. Davis.

### HONORING A DEAD ATHLETE

Memories of the late William B. Curtis, affectionately and widely known as "Father Bill" and "the father of American athletic organization," were revived feelingly at the annual dinner of the Veterans of the New York Athletic Club, January 19, in the clubhouse of the Mercury Foot Athletes, Fifty-ninth street and Sixth avenue, New York City, when friends and associates of the famous athlete and organizer, in the Fresh Air Club, presented to the New York Athletic Club portraits in oil of Mr. Curtis and his life-long friend and comrade, Harry Buermeyer. Mr. Buermeyer, himself a famous athlete and one of the most popular members of the New York Athletic Club was the guest of honor at the meeting, dinner, and entertainment that followed. The presentation of the portraits originally was planned by members



of the Fresh Air Club to take place earlier this week, but the date selected being so close to that for the veterans' dinner, it later was agreed to hold a joint dinner. Nearly 200 members and guests assembled in the veterans' room in the clubhouse, where all the banners and trophies won by the Mercury Foot athletes in many championship contests had been gathered and arranged for the decorations.

#### STARTED IN INDIA

Polo has not a 50-year-old history in the civilized world. It presumably started in India. The first known to be recorded club was in India in 1862. The game was called there "kangai." Polo is its Thibethan name. At Calcutta, in 1863, the first match was played between the Calcutta and Barrockpore teams. Returning cavalry officers introduced the game in England. In England it was called "hockey on horseback." The Universities of Oxford and Cambridge took up the game, and its stay was assured. In late years it has grown, and from the number of ponies demanded it is known to be on the increase.

#### UNDERGONE A CHANGE

The ancient game of croquet, sometimes called "Presbyterian billiards," has of late years undergone a change. Instead of the old, long-handled mallets, short-handled ones are used; instead of wooden balls composition balls like those of the pool game are used, and the big, wide wickets have been replaced by those through which the ball barely squeezes through. The borders of the grounds have been banked and even the name has been changed from croquet to "roque." It admits of fine skill, and annual tourneys are held.

#### IRELAND GAVE US HANDBALL

Handball, popular in Ireland during the century, was slow to gain prominence here. It has been played at some of the colleges and the students quickly found it a game of merit. There were players in the West years ago, but only in late years did sport become popular in the East. Handball promises to become a leading sport.

#### ON ICE OR PUMICED FLOORS

Hockey has obtained much prominence in late years. As made a fashionable public sport it was the boys' game of shinny transferred to ice in the open air or upon the frozen surfaces of the rinks. It has its leagues and draws good crowds of spectators. In places where no ice is at hand it is played on pumiced floors by athletes on roller skates, and it holds its own in some form wherever introduced.

#### PURELY AMERICAN

Luther Gulich, a prominent Y. M. C. A. instructor of athletics, invented basketball, and it is purely American. It quickly found favor, and in every gymnasium where there is room, both male and female athletes play the game. It is football without the roughness of the latter and with tossing to take the place of kicking.

If fortune's wheel does not turn to suit you, put your shoulder to it; but if the same thing happens in cycling, put your foot to it.

#### Governor Hill on Good Roads

In his inaugural address, Governor Hill, of Maine, referred to good roads as follows:

The question of improved highways is one of great interest and importance to the whole state, and especially to the people of the country towns.

Good roads shorten the distance to market, increase the value of contiguous property, and are potent factors in the development of every community. Although there has been a vast improvement in our transportation facilities during the past twenty years, through the building of new railroad mileage, there has been little improvement in our highways, along which there will always be a large amount of traffic; and it would seem that the time has come when we should adopt some definite and effective plan for the improvement of our main thoroughfares.

I do not regard with favor a state highway commission, or any similar plan which would take from the towns any part of the control which they exercise over their roads, and cost an undue proportion of the sum which would be likely to be devoted to road improvement; but it has seemed to me that some plan of state aid might be devised which would be effective and practical in its operation, and would gradually result in greatly improved highways throughout the state.

The cost of really good roads is beyond the means of most towns; improved highways must come first, and in my judgment they can only come through state and perhaps county aid. Such a distribution of the cost would make the municipal burden small when compared with the immense benefits which would be derived from it.

#### Cycling in Normandy

The roads in Normandy are splendid for cycling, the only disadvantage being that the straightness of many main routes hides the beauty of the country, for which reason it is often a good plan, when time is not an object, to pick out the by-ways on the map. This is the easier, because not only are the byways excellently kept, but the name of a French village is plainly written up, and one does not have ridiculous difficulty (as sometimes in England) in finding out where one is. Signposts and milestones are abundant, and the decimal system renders them perfectly simple and exact.

#### Wheelwomen in Europe

Wheelwomen in Europe meet with many difficulties. In Russia everything is managed "by order of the czar," and cycling is no exception to the rule. Before a woman can possess a wheel she must obtain royal consent, and as this is granted quite sparingly there are but few wheelwomen in Russia.

France recognizes the right of the husband to be boss, and before madame can join the touring club she must first obtain a signed declaration from her spouse granting her the privilege.

In Florence women cyclists must carry two bells to warn pedestrians of the machine's approach. Men are required to have only one bell.

## MACADAM OF THE ROADS

By HELENA M. MAGUIRE

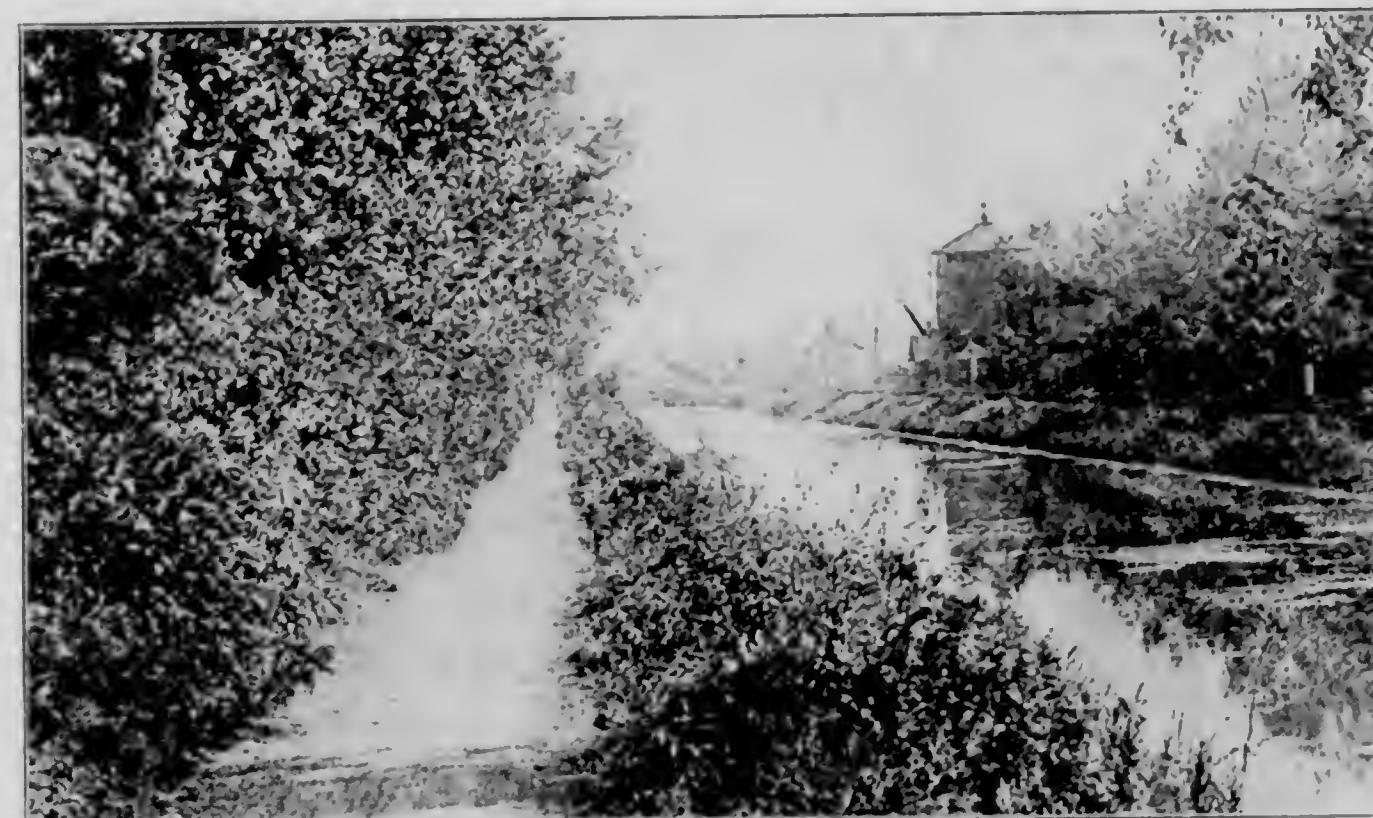
A glance at the life of John Loudan Macadam tempts one to moralize on "the good which cometh of evil," for, although indirectly, it is not far-fetched to say that it is to war, that reddest of evils, that we are indebted for the great macadam roadway which creeps and crosses and intersects so closely over our terrestrial sphere as to make it appear as though this great man had labored mightily and spun a colossal net, in whose gigantic meshes he had seized and held the great, round world.

If we had not won in the war which made us a Republic a hundred odd years ago, Macadam, it is evident, would have found the American colonies a very good place in which

time he lost the greater part of his hastily made fortune.

Then it was that he returned to his native town, entered into local politics, and became quite a power. He was magistrate and deputy lord lieutenant of the county of Ayrshire, and at last was made trustee of the county roads. Here indeed he met a rough and rugged path to tread and entered upon it with the same energy and avidity he had shown in picking up his guineas and crowns along the old wharves of the Colonies' coast.

So bad were Great Britain's roads up to a hundred years ago that no chronicle of whatever sort, could resist a passing fling at them, and through all England's literature rolls a



SCOTTSVILLE PATH, 13 MILES.  
Rochester to Scottsville.

to live, and would have gone on contentedly trading in vessels, wholly absorbed in the "watery way," and never have given a thought to overland roads or traffic.

But we fought our mother country, and Macadam's mother country, and won; and Macadam, being a Tory and a Britain, returned to the land where all good Tories belong, and so he has a story, and his name is great.

Down in the south of Scotland, John Loudan Macadam was born in the town of Ayre, in September of 1756. He came to America in 1770, a braw Scotch lad, going to live with an uncle in New York, and the old waterfront of Knickerbocker's town knew him well.

The revolution came, and through it all Macadam was a staunch loyalist. He made a large fortune during the war, as agent for the sale of the vessels brought into port as prizes, but when the peace of 1783 was consummated he was forced to withdraw, and at the same

long, continuous rumble of anathemas against "the highways."

Some efforts had been made, to be sure, to improve the roads, but they were largely futile, and heads wagged as solemnly then as now over "bad legislation." A system of turnpikes had been introduced, the roads being supposed to be cared for with the tolls taken, but the work was in charge of ignorant or incompetent men, and when Telford and Macadam interested themselves things were still so bad as to necessitate carriages being taken apart and carried over portions of the roads, piece by piece.

This, then, was the state of affairs when John Macadam was appointed to look after the Ayrshire roads, and entered so energetically into the study of thoroughfares. He spent the greater part of his time, for many years, traveling all over England, examining roads in all parts of the country, studying kinds and



conditions, ways and means.

Although he had introduced his own ideas into Ayrshire he was by no means satisfied, and in 1811 made a memorable address before the House of Commons, which resulted in a general adoption of his system. Also, he was appointed surveyor in the Bristol district, so that five years after he had literally shaken England into an intelligent appreciation of her wretched overland routes, he began "macadamizing" her highways for her.

And how the man worked! With all the endurance and persistency of genius; right royally, too, for he worked as a public benefactor, refusing to receive any remuneration whatever, and only submitting to have his expenses paid while he was personally supervising the roadmaking. He did not even solicit a patent for his system. He was indeed a Royal Highwayman!

They tell us that he personally supervised the building of twenty-eight roads, and that during his lifetime nearly every traveled road in England was made a lasting monument to his wisdom. And for all this, all that can be learned of his accepting was a testimonial of two thousand pounds voted him by Parliament. He even refused knighthood which was offered him, but which his son, who succeeded him in the work, afterwards accepted for himself.

Among other things, he wrote some scholarly essays on his subject, which were published in the later years of his life.

Mayhap it is difficult to accede nobility to a Tory, and yet he must have felt his loyalty to his king to have been a Spartan virtue indeed when he was willing to sacrifice a fortune and renounce his adoptive country for it. Yes, I think we will write him down a noble man, a man above petty seeking or glorification, an earnest, strenuous man of large and powerful motive, and cultured, as his writings testify. He was the pioneer of modern road-making, for even though Telford brought scientific methods to bear at the same time, he nevertheless still worked along the old lines, as they still did in France, of solid stone beds which the Romans had used three hundred years before Christ.

Macadam struck out on an entirely new principle, and, (without entering upon technicalities) whereas the Roman roads were composed of four layers, making a depth of three or more feet, Macadam proved that with a well ventilated sub-soil, ten inches of consolidated material, with an impervious cover, were sufficient for the heaviest traffic. Of course we cannot say "amen" to all of Macadam's road doctrines, but certain it is that he revolutionized road building and effected a reform both good and great.

He ended a life eighty years long at Moffat, Scotland, in 1836 and departed this life for "that city whose streets are paved with gold," and we cannot but acknowledge that, although we lost in him a good citizen, we have undoubtedly profited more in losing him than we might have gained had he remained with us.

#### Death of Geo. J. Hobe

The death is announced of Geo. J. Hobe, of San Francisco, one of the pioneer wheelmen of the coast and an L. A. W. veteran.

## MOTOR CYCLES

AS THEY COME AND GO

It is a striking peculiarity, that amounts to a synthesis in the make-up of the human race, that when new conditions are making for progress man is always found erecting a barrier before himself in the effort to ward off and shut out these conditions. After the Chinese wall has been built against his own good, he then wakens to the beauties beyond it, and, in his impatience to reach them, tries to scale the opposition of his own creation, only to find himself thrown back and exhausted. With the same enthusiasm that he built up does he tear down, and then rushes pell mell over the debris to gratify his impatience.

Every effort of the discerning few to lead the multitude out of the wilderness has meet with opposition and jeers. The setbacks of pioneers have always been pointed to as proof that they were wrong-headed, not to state harsher terms.

Locomotion over the highways of the land in vehicles of self-contained power has felt this spirit for more years than is probably realized by the greater number. The evolution in transportation from the branch of a tree dragged over the ground by primitive man, that he might move his family and his belongings, to the motor cycle of today has been one extending over countless ages and through equally countless graduations. Whenever it was that man discovered a method of producing and controlling energy, it is within the confines of reason to suppose that he tried to apply it to the carrier of the time.

All these long past efforts of living men bring out the one fact that the sentiment of the day was the same old so-called conservatism of the human race that cries down that which it does not understand, that attempts to crucify on the cross of prejudice or sacrifice on the altar of incapacity, every new-fangled thing. It is not only so of comparative modern attempts, but it is so recorded of a steam carrier that was exhibited in the gardens of Alexandria twenty-one centuries ago.

To those observers who follow present day conditions into their probable future, the motor cycle, in spite of the above, seems destined to play a prominent part in human affairs. The application of mechanical force to the propulsion of carriers along ordinary highways is in its infancy. Like most of the practical things of life, it is so exceedingly simple in its central idea that we must wonder why its practical use was not begun many generations ago. And yet a second thought shows it to be a regular and natural development, springing from the convergence of a number of separately moving causes.

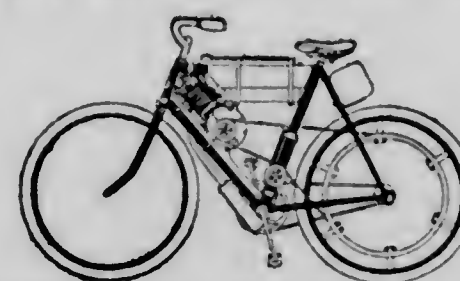
The last twenty years has witnessed a

wonderful improvement in road vehicles. The bicycle manufacturers are largely responsible for this. Ball bearings, wire spokes and pneumatic tires mark the greatest strides toward the ideal vehicle, and all of these have been worked out to the highest in the bicycle. Ball bearings made it possible for a small amount of power to furnish the propulsion that formerly required much greater energy, and then the work of lightening the machine began. Heavy hickory and oak gave way to light steel tubing and wire. Iron tires were first replaced by solid rubber, and later by the inflated tires of today.

This inflated tire, to which we give great credit, and that is looked upon by many as of but recent appreciation and understanding, is recorded as having been patented so far back as 1845. Its inventor of that time showed in his application that he understood its value fully as well as it is known today. He designed it for use on self-contained carriers, and to give ease to the passengers and to effect a saving in the driving power. His was another of the efforts that have died because it was denied that one man could know more than the multitude.

#### The Cycle of the Hour

During the present year several different makes and styles of motor bicycle will be placed on sale in this country, and prominent among them is the Auto-Bi, herewith illustrated, which is manufactured by the E. R. Thomas Motor Company, of Buffalo, N. Y. This machine shows several improvements over the Auto-Bi exhibited at the recent motor vehicle show in New York City. The gasoline supply and induction coil are both suspended from the top tube within the diamond frame. A tank for lubricating oil is placed along the top of the tube and connected by a pipe to the crank chamber so



that the latter can be lubricated by opening a tap.

The power is from the Thomas motor, weighing 20 lbs. and indicating 1 1/2 i. h. p. The motor is mounted on an aluminum bed plate, which rests on the bottom frame reach and is bracketed to the seat mast at the crank yoke and to the lower steering head, besides being bracketed to the reach. It has been shown that this motor base, fitted in this manner, is a source of strength to the frame. The motor rests with its head toward the wind, and is always cool. A round belt from the motor shaft pulley to an aluminum pulley on the rear wheel transmits the power. The tension of the belt can be regulated by the belt tightener shown on the seatpost.

The dry coils are carried in a case below the saddle, while the exhaust silencer is below the forward tubing. A switch, concealed in

## And I Kissed Her! Wouldn't You?

By FRED EMERSON BROOKS

I came upon a maiden fair  
Out riding on her wheel;  
At first I thought some angel rare  
Had put on wings of steel;  
Her movements were so full of grace,  
So charming to the eye,  
I, lagging, took her easy pace;  
I couldn't pass her by.

And when she stopped upon the pike,  
'Twas easy to be seen  
Something had happened to the bike  
Or to the safety queen!  
I tightened up her pedals, and—  
As any one would do—  
I gently took her proffered hand  
And kissed it? Wouldn't you?

Then side by side, at rapid pace,  
We coasted down the hill;  
But though my feet were on the brace  
My heart would not keep still!  
She struck a stone, but ere she fell—  
As any one would do—  
I caught her in my arms, ah, well—  
And kissed her! Wouldn't you?

the handle bar, throws the electric current on or off at any time by twisting the left handle grip.

No carburetor is used on the Auto-Bi. A small mixing valve, the result of long experimentation, has been found to produce the mixture of vapor and air with perfect result. It requires scarcely any adjustment on the part of the rider, and works freely at all temperatures.

The control of the Auto-Bi is direct and simple. One small lever, throttling the mixture as it passes into the cylinder, gives the entire range of speed of five to twenty-five miles per hour. The pedals are geared the same as on an ordinary bicycle. They start the machine, and brake is by means of the back-pedaling coaster-brake. The pedals are stationary when the machine is under way.

The Auto-Bi is designed as a pleasure vehicle for wheelmen, and for that reason the speed is placed at the maximum that can be safely made on the road, about twenty-five miles an hour. Aluminum is used freely in the construction of the Auto-Bi and the machine is beautifully finished. Its smooth and almost noiseless running has been much commented upon. The machine sells complete for \$200.

The E. R. Thomas Motor Company has a finely equipped plant in Buffalo, and is now engaged in making an extensive increase in its mechanical facilities to take care of the orders on the Auto-Bi. The E. R. Thomas Company is going to market its product through bicycle agents, to whom a liberal discount is allowed.



# L.A.W. MAGAZINE

## AND GOOD ROADS

OFFICIAL ORGAN OF THE

## League of American Wheelmen

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FEBRUARY 1901.

That ever resourceful good roads worker of Michigan, Senator Horatio S. Earle, is prominently before the country not alone because he is a leading candidate for the presidency of the League of American Wheelmen or for the reason that he has but recently won a notable political victory, but as well, and more deservedly so, for his novel suggestion along the line of increasing interest in better highways and of more fully educating the people as to how good roads are built and how they can be secured.

Mr. Earle's plan is this:

Make up a special train, composed of several cars containing the most improved road making machinery and one Pullman car for the travelers; have a party made up of such road making experts as the Honorable Martin Dodge, director of the Office of Public Road Inquiries; E. G. Harrison, the government road authority; good road enthusiasts like himself, and a number of expert operators of the machinery carried; have the train make a three months' trip, visiting one place each day and in all traversing twenty-five states. At the outset, a schedule of stops should be made up, and throughout the trip this schedule should be adhered to without change. In promising to visit a town, require of such town a promise to furnish all the men, teams and road material that will be necessary to the construction of a sample stretch of improved highway. When a stop is made, machinery and men go to the point at which the road improvement is to be made, and there have the work done promptly and thoroughly, the good road experts to direct the labor and, at the same time, to instruct the local people as to the best and most economical methods of building roads.

Mr. Earle states that he has suggested this plan to several builders of road machinery and that they have consented to loan the necessary machinery, and, in addition thereto, to send along expert operators free of charge. This train idea would be a splendid adver-

tisement for makers of road machinery, and they seem fully to be cognizant of the fact.

The services of Messrs. Dodge, Harrison, Earle and others are to be given without remuneration.

The important item of the expense covering the use and hauling of the cars is not mentioned in Mr. Earle's outline, but there are several ways in which the matter could be taken care of without difficulty. First, the Agricultural Department might reasonably finance the venture. Second, the railroads might do the work gratuitously, inasmuch as railroads are benefitted by good roads rather than injured. Third, the road machinery makers might contribute the necessary funds. Fourth, the government, the railroads and the machinery makers might share the expense.

In any event, Mr. Earle's record shows that he never fails to carry out a venture once it is launched. We may safely leave to him the matter of finances, and be assured that he will carry out his proposition to a successful consummation. It is a good plan; it deserves to succeed; and the L. A. W. may well lend its endorsement to the project.

The experience of the Canadian government, that home-seekers follow good roads and settle in sections that have the better highways, is doubtless the experience of every other government that has given away grants of land to home-seekers, who have had their choice of two territories, in one of which roads were bad, while in the other the roads were good or fair. No man desires to isolate himself from the rest of the world by going into a country that it is not possible to traverse in all sorts of weather.

A Duluth man turned in, or rather, attempted to turn in, a fire alarm through an automatic tire inflator, which was attached to a telegraph pole. Before the department came, his house was reduced to ashes. Ignorance in this case wasn't exactly what is known as bliss—unless the house was well insured.

A British court has decided that the bicycle is a necessity. Of course, it is all right for the bench to fix this matter definitely, but there are lots of us who knew the bicycle to be a necessity long before any court ever took official recognition of the fact that such a thing as the bicycle even existed.

The coaster-brake has so greatly emphasized its worth that 1901 ought to be a year of its unprecedented use. The demand for it, however, will depend to a great extent, upon the activity of coaster-brake makers and the enterprise of coaster-brake dealers.

Pennsylvania farmers found the price of sample roads to be prohibitive. This is another reason why a road subsidy rather than a ship subsidy is needed in this growing country of ours.

Rochester is one of the very best cycling cities in the United States. The reason is that it has good streets.

# L. A. W. Official Department

## The Secretary's Remarks

February has always been an important month in League history. In the early days we had quarterly meetings, but the most important one of all was that which was held on Washington's birthday.

The annual meeting of 1901 bids fair to be one of the most eventful ones in all our history. Something must be done to pull us out of the hole we have somehow gotten into. Wheeling interests are suffering on account of the impression that has gone abroad to the effect that we are not what we used to be. In the west, where wheels have for many years gone free on the railroads, a charge is now imposed. It is very probable that some of the advantageous legislation gained in the east, may be lost to us.

Something must be done to restore confidence and to put an end to the general apathy that prevails. What that something is the assembly must decide.

It is to be regretted that the Revision Committee has given us no plan for local organization. We believe this must be the first step in the direction of reform. Men must be in touch one with another in order to work to advantage. The best work that has been done for wheeling has been carried out by local organization. The associated cycling clubs of Philadelphia, New York, Chicago and Boston attest this fact.

A writer in our issue for January makes a plea for "State organization as the unit in the L. A. W.," and he cites the following instance:

"The Connecticut division of the L. A. W. had dropped to a very low ebb. There was little interest among the officials, and less among the members. Several prominent wheelmen in the central part of the state, despairing of getting the League waked up to its own interests in the matters of sidepaths and good roads, started a local wheel organization, called the State Federation of Cyclists. In a few months it reached a membership five or six times that of the Connecticut division of the L. A. W., and numbered among its members many of the prominent workers of the League itself. This organization greatly benefited wheel matters in Connecticut, it even benefitted the state division of the League, which saw what could be done by local effort, and which since that time has considerably increased its activity, its membership, and its influence."

What better plan for the consulate as a unit could be made. It is when men get together, shoulder to shoulder, that effective work is done. The instance cited can be duplicated many times. We do not believe our members are ready just yet to give up the divisions, but we do believe it time to take up and develop the consulate.

The New York Tribune is conducting a Good Roads department in a manner equal to the great reputation of that paper. The automobile is stirring an interest in better highways. The horseless carriage needs good roads more than the bicycle does. There can be no taking to the foot path with the broad gauge auto.

## The Elwell Foreign Cycle Tours

Since our January issue a great deal of interest has been manifested by our members in the Elwell European tours, and it is evident that the parties will be largely composed of L. A. W. riders. These tours are the only ones of the kind, and have been most successfully conducted by Mr. Elwell for the past twelve years. By arrangement with Mr. Elwell League members are given a discount of 7 per cent from the

regular price of any of the tours. A brief outline of the tours is as follows:

Tour No. 1—Leaves New York May 25. Route: Holland, England and France.

Tour No. 2—Leaves New York June 22. Route: France, Switzerland, Germany, Holland and England.

Tour No. 3—Leaves New York August 17. Route: Scotland, England and France.

For further particulars address,

## Officers for 1900 and 1901

President, CONWAY W. SAMS,  
Bank of Baltimore Building, Baltimore, Md.  
First Vice-President, ROBT. T. KINGSBURY,  
Keene, N. H.  
Second Vice-President, A. B. CHOATE,  
Temple Court, Minneapolis, Minn.  
Treasurer, J. C. TATTERSALL,  
Box 329, Trenton, N. J.  
Secretary, ABBOT BASSETT,  
Russia Building, 539 Atlantic avenue, corner  
Congress street, Boston, Mass.

## National Committees

### MEMBERSHIP—

W. A. Howell, chairman, Box 1073, Rockville, Conn.

Frederick C. Stillson, Battle Creek, Mich.  
Chas. W. Mears, Seneca and St. Clair sts., Cleveland, O.

### RIGHTS AND PRIVILEGES—

Herbert W. Knight, Prudential Bldg., Newark, N. J.

George E. Miner, Potter Bldg., New York, City.

W. M. Glenn, Tribune, Kan.

### RULES AND REGULATIONS—

Albert Mott, chairman, W. Arlington, Md.  
Herbert W. Hayes, 79 Kilby st., Boston, Mass.  
Thomas Hare, 2035 No. 13th st., Philadelphia, Pa.

### IMPROVEMENT OF HIGHWAYS—

H. B. Fullerton, chairman, Hollis, Long Island.

### TOURING—

Geo. M. Schell, 639 Bourse Bldg., Philadelphia, Pa.

### PRESS—

Geo. L. McCarthy, 212 East 124th st., New York City.

## Division Officers

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

Colorado—Chief Consul, Thomas H. Cist, 808 16th st., Denver. Secretary-Treasurer, Frank Robertson, 3058 Humboldt st., Denver, Colo.

Connecticut—Chief Consul, O. H. Hammond, Torrington. Secretary-Treasurer, W. A. Wells, Norwich.

Delaware—Chief Consul, Walter D. Bush, Jr., 404 So. Clayton st., Wilmington.

District of Columbia—Chief Consul Wm. T. Robertson, 429 10th st., N. W., Washington. Secretary-Treasurer, C. E. Wood, 1408 Hopkins st., N. W., Washington.

Illinois—Chief Consul, Walter B. Hassan, Jeffersonville. Secretary-Treasurer, James A. Allison, 121 West Georgia st., Indianapolis.

Iowa—Chief Consul, F. A. Amborn, Ft. Madison. Secretary-Treasurer, Ed. F. Carter, Keokuk.

Kansas—Chief Consul, J. B. Doncyson, Topeka. Secretary-Treasurer, A. E. Hickerson, Topeka.

Kentucky—Chief Consul, R. F. Pelouze, box



500, Louisville. Secretary-Treasurer, Owen Lawson, 2510 W. Jefferson st., Louisville.  
Maine—Chief Consul, C. W. Small, 74 Winslow st., Portland. Secretary-Treasurer, H. T. Passmore, Bath.

Maryland—Chief Consul, J. J. McElroy, 105 West Fayette st., Baltimore. Secretary-Treasurer, R. H. Carr, Jr., 607 and 621 Law building, Baltimore.

Massachusetts—Chief Consul, Geo. A. Perkins, 15 Court Square, Boston. Secretary-Treasurer, Aaron Wolfson, 23 Court st., Boston.

Michigan—Chief Consul, H. S. Earle, 705 4th ave., Detroit. Secretary-Treasurer, Henry E. Perry, 243 Sheridan ave., Detroit.

Minnesota—Chief Consul, F. L. Hoxie, 416 Robert st., St. Paul. Secretary-Treasurer, C. W. Purple, District Court House, Minneapolis.

Missouri—Chief Consul, John R. Williams, 1933 No. 2nd st., St. Louis. Secretary-Treasurer, C. C. %eigler, 1933 No. 2nd st., St. Louis.

Nebraska—Chief Consul, E. L. Platz, 3350 Manderson st., Omaha.

New Hampshire—Chief Consul, Robt. T. Kingsbury, Keene. Secretary-Treasurer, E. B. Stearns, Box 63, Manchester.

New Jersey—Chief Consul, Dr. Harvey Iredell, Box 34, New Brunswick. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

New York—Chief Consul, Milo M. Belding, Jr., N. Y. Athletic Club, New York. Secretary-Treasurer, John F. Clark, office of the division, Vanderbilt building, New York.

North California—Chief Consul, Francis T. Dwyer, Sacramento.

Ohio—Chief Consul, Chas. W. Mears, Cycling Gazette, Cleveland. Secretary-Treasurer, W. H. Chubb, 91 Bell ave., Cleveland.

Oregon—Chief Consul, Thornton Birdsall, 46 Front st., Portland.

Pennsylvania—Chief Consul, Samuel A. Boyce, 64 City Hall, Philadelphia. Secretary-Treasurer, P. S. Collins, division office, 639 The Bourse, Philadelphia.

Rhode Island—Chief Consul, Percy S. Harden, 52 Elm st., Providence. Secretary-Treasurer, Nelson H. Gibbs, 28 Westminster st., Providence.

South California—Chief Consul, Dr. A. H. Palmer, Pasadena. Secretary-Treasurer, O. S. Barnum, 302 Stimson block, Los Angeles.

Tennessee—Chief Consul, Peter R. Gluck, 350 Front st., Memphis.

Texas—Chief Consul, E. W. Hope, Sherman.

Vermont—Chief Consul, W. H. Sabin, Rutland.

Virginia—Chief Consul, W. C. Mercer, 510 East Main st., Richmond. Secretary-Treasurer, J. Roy Collins, Box 116, Norfolk.

Washington—Chief Consul, E. Irving Halsted, 102 So. 10th st., Tacoma.

West Virginia—Chief Consul, Charles U. Gieger, 1010 Main st., Wheeling.

Wisconsin—Chief Consul, Percy H. Champagne, Merrill. Secretary-Treasurer,

### Foreign Consuls

ENGLAND—Joseph Pennell, 14 Buckingham st., Strand, W. C., London; T. Lee Lloyd, 8 Dingle Lane, Liverpool; W. P. Purvis, 2 Avenue Place, Southampton; Rev. Thos. H. Orpen, Binnbrooke, Cambridge; Herbert M. Rankin, Blundell's School, Tiverton.

FRANCE—Paul Ocker, 5 Rue Gustave Dore, Paris; J. M. Erwin, 17 Rue Brunel, Paris; H. C. Wallis, secretary Dieppe Du Golf, Dieppe.

GERMANY—Friedrich Sealeicher, Duren Rheinland, Bonner-strasse 16, Berlin; Felix Rohl, Linden-strasse 6, S. W., Berlin; A. Kid litz, care Schenker & Co., Munich.

ITALY—Ercole Abrate, All Aurora, Turin.

AUSTRIA—Otto Mayer, 11½ Lindergrasse, Vienna.

IRELAND—J. White, Derrybawn, Bushney Park Road, Rothgar Co., Dublin.

SCOTLAND—J. Lennox, Dumfries.

JAPAN—Raisa Earl, 14 Shimon st., Nihon-bashi, Tokio.

CUBA—Alfred F. Terry, Sta Ysabel 25, Cienfuegos.

### Iowa Division

I want all local consuls in the state of Iowa to write me at once. Those who have been appointed one or two years ago are local consuls, and where there is no consul I want to establish one. Write me today. At the December meeting it was decided to give rebate of 10 per cent on all new members received, this rebate can be deducted at once; send in \$1.80 for new members. I want every member to send in at

least one new application this year. The 20 cents rebate is for your time and trouble. Send in your renewal also. The L. A. W. will take a new lease on life this year and you should not allow your membership to lapse.

F. A. AMBORN,  
Chief Consul.

### Auditing Committee Report

#### SECRETARY'S ACCOUNT

Abbot Bassett, secretary, in account with the League of American Wheelmen. From January 1 to December 31, 1900, inclusive:

#### RECEIPTS.

Office capital Jan. 1, 1900	\$ 400 00
(Returned to treasurer during year)	
2,883 applications, at \$1.75	5,045 25
21,259 renewals, at 75c	15,944 25
22,714 subscription, at 25c	5,678 50
New York Division	364 85
Back dues	111 75
Merchandise	228 99
Insurance	39 35
Clubs	38 00
Periodicals	54 29
Transfer	50
E. Grossman	50
	\$27,906 23

#### DISBURSEMENTS.

To treasurer	\$27,865 40
(No remittance since Dec. 8; this accounting for difference from figures in auditor's reports.—C. W. Small, auditor.)	
Cancellations	18 75
Subscriptions returned	4 75
Premiums to small divisions	15 05
Duty C. T. C. books	2 28
	\$27,906 23

#### EXPENSE ACCOUNT.

Received—	
Treasurer	\$ 5,434 42
Periodicals	1,444 36
Insurance	667 00
Balance Jan. 1, 1900	125 80
Balance due secretary Jan. 1, 1901	254 05
	\$7,925 63

Paid—	
Salaries, clerical	\$ 1,657 00
Salaries, secretary	2,650 00
Postage	856 25
Periodicals	1,468 47
Periodicals, profit to treasurer	39 72
Insurance	696 60
Travel	180 15
Miscellaneous	67 44
Office capital returned	409 00
	\$7,925 63

#### TREASURER'S ACCOUNT

James C. Tattersall, treasurer, in account with the League of American Wheelmen. From January 1, 1900, to December 31, 1900, inclusive:

#### RECEIPTS.

Balance Dec. 31, 1899	\$1,915 14
From H. W. Poltz, rebate	10 00
From Otto Dorner, chain letter fund	10 30
From International Cycling Association	89 99
From Sterling Elliot, contract checks returned	525 05
From Abbot Bassett, secretary	27,123 25
	\$29,673 73

#### DISBURSEMENTS.

National Headquarters—	
Secretary's salary	\$ 2,500 00
Clerical	1,589 00
Postage	814 00
Rent, light and fuel	614 00
Printing, stationery and supplies	308 83
Traveling expenses	164 15
Secretary's bond	50 00
Taxes	10 10
Merchandise	174 89
Sundries	41 08
Incidentals	82 62
Divisions—	
Applications and renewals	10,675 16
L. A. W. Bulletin	5,730 40

Racing Board—	
Traveling expenses	9 60
Press Committee—	
Allowance	545 00
Printing, stationery and supplies	710 30
President—	
Allowance	2,333 36
Printing, stationery and supplies	12 23
1st Vice-President—	
Printing, stationery and supplies	29 11
Traveling expenses	81 19
2nd Vice-President—	
Printing, stationery and supplies	6 25
Traveling expenses	154 74
Treasurer.	
Bond	75 00
Postage	55 02
Printing, stationery and supplies	21 39
Traveling expenses	21 30
Local Organization Committee—	
Printing, stationery and supplies	14 96
Auditing Committee—	
Printing, stationery and supplies	53 80
Traveling expenses	135 85
Transportation Committee—	
Printing, stationery and supplies	20 00
Traveling expenses	27 00
Membership Committee—	
Printing, stationery and supplies	7 15
Traveling expenses	27 64
General Committee—	
Printing, stationery and supplies	171 51
Clerical	46 25
Rent	38 00
Postage	30 50
Traveling expenses	19 48
Rights and Privileges Committee—	
Printing, stationery and supplies	14 25
National Assembly—	
Stenographer	58 68
Touring Department—	
Printing, stationery and supplies	68 42
Loans and Appropriations—	
New York Division (Jan. 12, 1900)	252 00
Miscellaneous—	
Side Path Committee	50 00
H. E. Sturmy	10 22
Insurance blanks	275 00
H. B. Donley, secretary Canadian customs duty	193 80
Paul Ocker, Paris Exposition	100 00
A. B. Choate, Assembly vote for services	150 00
G. K. Harrington & Co., loving cup bill	101 10
Credentials Committee	7 50
Balance on hand	525 90
	\$29,673 73

Examined, audited and to the best of my knowledge and belief, accounts correct.

CLARENCE W. SMALL,  
Chairman Auditing Committee.

#### LOAN ACCOUNT

Statement of loan account, Dec. 31, 1900:	
Colorado	\$ 450 00
Connecticut	500 00
Dis. Columbia	350 00
Illinois	2,000 00
Indiana	500 00
Iowa	300 00
Maryland	1,000 00
Massachusetts	1,000 00
Michigan	300 00
New Jersey	1,258 30
New York	1,400 00
So. California	500 00
Wisconsin	700 00
	\$408 08
	74 29
	13 86
	38 10
	7 35
	10 08
	85 94
	252 74
	725 88
	153 98
	100 90
	377 87
	11 82
	444 15
	48 57
	\$6,968 01

### Rhode Island Division

At the annual meeting of the board of officers, held at Pawtucket, Thursday evening, December 27, 1900, it was voted:

To transfer \$50 of the amount appropriated for use of highway improvement committee to the cycle path fund and the balance be annulled.

Also voted not to pay expenses of delegates to next national assembly.

Messrs. Geo. C. Barton, E. C. Law and E. J. Kenyon were elected as finance committee.

Messrs. Geo. L. Cooke and Howard L. Per-

kins were elected as delegates to national assembly.

Chief Consul Percy A. Harden announced his appointments of chairmen of committees as follows:

Geo. L. Cooke, of rights and privileges.  
Homer J. Wheeler, highway improvement.  
John H. Barrett, touring and transportation.  
Frank T. Sibley, recruiting.

NELSON H. GIBBS,  
Secretary-Treasurer.

### New York Division

In addition to the list of consuls which appeared in the January issue of the L. A. W. MAGAZINE, I desire to supplement the list published below. Our division is now represented in some 350 towns in the state, a comparatively small number when we take into consideration that New York state has a population of some 5,000,000 inhabitants, more than one half of which are bicycle riders.

I am still awaiting replies to my letter of last month, in which I asked you to send me the name of one or two energetic and capable men who, in your opinion, would be willing to serve as a consul for the coming year; it is most discouraging to be forced to report that up to the present time not more than half a dozen members have responded to my request in this connection. I will state here frankly, that unless I receive the assurance of your continued support and co-operation I shall be sadly handicapped in outlining and perfecting the work of the division throughout the year.

I cannot impress it upon you too strongly that in order to reach the large class of riders who do not appreciate the many privileges secured through the organized efforts of the L. A. W., we must be well represented in every section and corner of the state. We cannot satisfactorily reach this class of riders by circulars or by letters; this work to be effective must be accomplished through the medium of our local consuls. Experience has shown us that personal solicitation and appeal will prove infinitely more satisfactory than bushels of letters and circulars sent from headquarters.

Can I make another appeal to you for your loyal support and active co-operation during the coming year. Give me the benefit of any ideas you may have which will help pull the division out of the apparent "slough of despond" into which it seems to have fallen.

Next month I shall give you suggestions as to the best methods to pursue in the direction of recruiting, and with your own ideas on the subject should place you in position to "hustle" just as soon as the riding season opens.

Yours fraternally,  
M. M. BELDING, JR.,  
Chief Consul.

New York City, Jan. 18, 1900.  
H. R. Ainsworth, Addison; Harry Thorn, Alden.

W. T. Wintringham, 168 Hicks street, Brooklyn.

C. T. Hawley, Cambridge; E. P. Gardiner, Canandaigua; A. T. Wood, Carthage; D. E. Van Arsdale, Castile; C. B. Barker, Central Valley; R. E. Shupheldt, Chatham; A. F. Hermance, Claverack; T. T. Briggs, Coeymans; Miss S. E. Martin, W. 3rd street, Coney Island; Chas. F. Smith, Cutchogue.

Dr. A. E. Preston, Delevan.

W. H. Pye, Eastport; C. Dwight Divine, Ellenville.

Chas. H. Lowe, Central and Carnegie avenues, Far Rockaway; David Slexinger, Fort Hamilton; Elwood Brooks, Fort Montgomery; E. G. Latta, Friendship.

M. J. Norton, headquarters department, Governor's Island.

Caleb Huse, Highland Falls; J. Arthur Nicholson, Hornellsville.

James S. Holmes, Jr., Ilion; Chas. T. Harbeck, Islip.

John C. DePuy, Kerhonkson; Theo. H. Boice, 139 St. James street, Kingston.

W. G. Willard, Lakeside; Alfred Marshall, Larchmont Yacht Club, Larchmont; G. B. Van Valkenburgh, Monroe House, Lexington.

George C. Haines, Mamaroneck; J. O. Linkletter, Manhasset; H. H. Dobson, Mexico; J. S. Latimer, D. D. S., 25 S. 1st avenue, Mt. Vernon; C. H. S. Lowe, Munnsville.

Lewis H. Hutton, Nanuet; F. Wm. Rohde, 5 John street W., New Brighton; Thos. Rodman,



New Hampton; George S. Graves, Newport; C. T. Kuchler, Sycamore Park, New Rochelle; Otto Oche, 168 Forest Avenue, New York; Chas. Fowler, 1067 Elsmere Place, New York.  
 Frank S. Fowler, Oriskany Falls; George W. Fuller, Oyster Bay.  
 F. H. Wisewell, Phelps; Dr. J. J. Mills, Port Jervis; H. Dammer, Box 453, Port Richmond.  
 L. V. Hallock, Queens.  
 G. W. Onthank, Ripley; Edwin D. Fishel, Riverhead.  
 Wm. H. Hall, Skaneateles; Elmer Fox, St. Johnsville.  
 C. S. Barnes, Tottenville.  
 A. H. Goodale, 145 Main street, Walden; Jesse Tuttle, Westhampton; N. Letroy Lee, Box 57, Westmoreland; Elsie H. Purdy, West Somers; W. P. Maynard, White Plains; A. C. Griffin, M. D., Whitestone; T. F. Commerford, Box 64, Woodside; John Berges, Box 46, Union Course, Woodhaven.

### New York Division

#### FINANCIAL STATEMENT

John F. Clark, secretary-treasurer, in account with the New York State division, L. A. W., for the fiscal year ending November 30, 1900:

RECEIPTS  
 Balance, December 1, 1899 ..... \$ 25 70  
 Membership account ..... \$4,512 60  
 Treasurer Tattersall ..... 2,162 72  
 Junior membership ..... 12 25

Merchandise ..... \$ 13 50  
 Road books ..... 31 85

Commission on sale of sidepath tags ..... 45 35  
 Battery Park Fund ..... 14 05  
 Hotel committee ..... 31 60  
 Hotel sign deposit ..... 10 00  
 Election fund ..... 15 00  
 Contribution, C. J. Obermayer..... \$ 100 00  
 Recruiting fund ..... 117 00

Loan, C. J. Obermayer..... \$ 100 00  
 Loan, M. M. Belding, Jr..... 100 00  
 Loan, G. C. Pennell ..... 10 00  
 Loan, W. S. Bull ..... 45 00  
 Loan, L. A. W..... 400 00

655 00  
 \$7,751 27

#### DISBURSEMENTS

Paid Abbot Bassett ..... \$4,491 66  
 Paid Sec.-Treas. W. S. Bull, loan ..... \$ 70 00  
 Paid Sec.-Treas. W. S. Bull, salary ..... 436 67

506 67  
 Paid Sec.-Treas. J. F. Clark, expense allowance ..... 100 00  
 Paid Suspense account ..... 36 00  
 Paid Rights and Privileges Committee, G. E. Miner, retainer..... 50 00  
 Paid Rights and Privileges Committee, Desmond & Armstrong..... 13 00  
 Paid Rights and Privileges Committee, Interest ..... 25 10  
 Paid Road Book Committee, Interest ..... 28 00  
 Paid Road Book Committee, Bormay & Co..... 50 00  
 Paid mailing agency ..... 9 00  
 Paid honor badges, C. M. Robbins' account ..... 217 35  
 Paid election expense ..... 72 64  
 Paid hotel sign deposit returned ..... 25 00  
 Paid repair shop deposit returned ..... 12 00

Division Headquarters—  
 Paid rent ..... \$450 00  
 Paid clerk hire ..... 865 43  
 Paid printing and supplies ..... 215 89  
 Paid postage ..... 416 73  
 Paid telegrams ..... 6 65  
 Paid express, freight and cartage ..... 16 13  
 Paid bank collection ..... 1 92  
 Paid mailing agency ..... 1 00  
 Paid renewal ..... 75  
 Paid U. S. revenue stamps. 3 00

1,977 50

\$7,613 92

Balance, cash on hand..... \$ 50 40  
 Bank ..... 86 95

137 35

#### MEMBERSHIP ACCOUNT

505 applications at \$1.40..... \$ 707 00  
 5121 renewals, at 40c..... 2,048 00  
 Transfer ..... 1 20  
 Back dues ..... 22 72

\$2,779 32  
 Received from Treas. Tattersall, as per financial report ..... 2,162 72

\$ 616 60  
 Less balance due Sec. Bassett, as per report Dec. 1, 1899 ..... \$155 81  
 Less payments on loan account... 413 95

569 76

\$ 46 84

This amount is still in the hands of Treasurer Tattersall, pending a settlement of the November dues which have not yet been paid.

#### JUNIOR MEMBERSHIP ACCOUNT

13 applications, at 75c ..... \$9 75  
 5 renewals, at 50c ..... 2 50

\$12 25

JOHN F. CLARK,  
 Secretary-Treasurer.

### Ohio Division

#### MEMBERSHIP DECEMBER 31, 1900.

Total membership ..... 988  
 Cities or towns having a membership of ten or over:  
 Cleveland ..... 165  
 Cincinnati ..... 133  
 Canton ..... 60  
 Toledo ..... 45  
 Columbus ..... 36  
 Fremont ..... 34  
 Dayton ..... 21  
 Springfield ..... 21  
 Steubenville ..... 18  
 Fostoria ..... 16  
 Chillicothe ..... 14  
 Canal Dover ..... 14  
 Akron ..... 12  
 Massillon ..... 11  
 Warren ..... 11  
 Oberlin ..... 10  
 Delaware ..... 10

W. H. CHUBB,  
 Secretary-Treasurer.

### Ohio Division

Annual meeting of the board of officers.  
 Meeting called to order at 8 p. m. by Chief Consul Mears. Members present, Mears, Ray, Baldwin and Chubb. Auditing committee reported as follows: "We, the undersigned auditing committee do hereby certify that we have examined the foregoing accounts, and the vouchers therefor, and find the same correct. We find the bank balance, on December 1 to be \$3.16." Signed, Wm. F. Ray, Henry R. Baldwin.

Moved that roll call be dispensed with. Carried.  
 Minutes of previous meeting read and approved.

Chief consul's report read and approved and ordered printed in the minutes. Secretary-treasurer's report read and approved.

Emil Grossman, of Cleveland, and Thos. L. Pogue, of Cincinnati, elected delegates to the national assembly.

Resignation of John Barnett, as vice-consul, received and accepted. J. D. Nicol, of Cincinnati, chosen to fill the vacancy.

Upon motion meeting then adjourned.  
 W. H. CHUBB,  
 Secretary-Treasurer.

Cleveland, O., Dec. 31, 1900.

#### REPORT OF CHIEF CONSUL

Inasmuch as the action taken by the assembly in February regarding state divisions is likely to be radical, there is not a great deal of planning that we may do at this time, but I believe that, if the divisions are not abolished, we should in 1901 re-establish the state press committee and make strenuous efforts to secure the

spread, throughout Ohio, of bicycle sidepaths. I believe that Ohio tradesmen should be asked to lend financial assistance to the work. The trade everywhere has been much benefitted in the past by the L. A. W., and certainly the time has come when reciprocity is in order. Consuls and committee members will be appointed when recommendations are received from state board members. The chief consul will serve this year without salary, and I desire to renew my recommendation of last year that, in future, no salary be allowed the chief consul. Respectfully submitted,

CHAS. W. MEARS,  
 Chief Consul.

#### FINANCIAL STATEMENT

For year ending November 30, 1900.

RECEIPTS.  
 Balance on hand Dec. 1, 1899 ..... \$132 71  
 Membership fees ..... 521 45  
 Other sources ..... 94 60

\$748 76  
 EXPENDITURES.  
 Stationery and printing ..... \$ 87 49  
 Postage ..... 107 50  
 Salaries ..... 425 00  
 Traveling ..... 125 61

745 60  
 Cash on hand ..... 3 16  
 \$748 76

W. H. CHUBB,  
 Secretary-Treasurer.

Cleveland, O., Dec. 1, 1900.

### Pennsylvania Division

(Concluded)

In our financial department we have reason to feel satisfied with our position as compared with other divisions. Most of the other divisions are deeply in debt with apparently poor outlook for bettering their conditions. In spite of our reduced income we have paid all the running expenses of the Pennsylvania division and have done something for our members in the fact that we have gotten out a road book.

There are no outstanding obligations, other than a portion of the salary of the secretary-treasurer and a portion of the appropriation made to the chief consul as the legal representative of the division. These have been but partially paid that the other expenses of the division might be met as they came due.

The work connected with the publication of our road book will doubtless be referred to in the report of Mr. Hering, and I will therefore not speak of it further than to say that when the work was at first started it was believed by the road book committee and by the executive committee that through money secured from the insertion of advertisements it would be possible to issue a very comprehensive volume, which would be of value to the members in both ends of the state. To carry out this plan, however, was found to be an impossibility and we were disappointed in being able to obtain less than \$250, as a result of the advertising inserted, making the book as issued quite a large expense not originally contemplated.

Having been closely in touch with the efforts of the road book committee, I feel it a pleasure to say to the members of the board that the members owe to Mr. Hering and to his fellow-worker, Mr. Fay, a debt which one not in touch with the details of the work can hardly appreciate. The gathering of the data for the maps and the drawing of them, as well as the making of the plates, involved an amount of careful work and ability which, had it not been given gratuitously by those gentlemen, could not have been secured by the division. The expenses of the division have been contracted at every possible point. As compared with the preceding year, there was a decrease of fifty-five per cent in the income, while compared with 1898 there was a decrease of about seventy-five per cent.

It is to be ardently hoped that the remedies to be suggested at the next meeting of the national assembly will be able to cope with the disease and be able to bring the organization back to something approaching its former standard without sacrificing the distinct character of the League as a wheeling organization with the maintenance of wheelmen's rights, the continued advancement of the good roads movement for which it and only it was primary

ly responsible, and the fostering of those associations and interests which have made the League cherished by those who were its supporters ever when numerically below what it is at the present time. Respectfully submitted,

P. S. COLLINS,  
 Secretary-Treasurer.

On motion of Mr. Haines, the report was accepted and placed on file. A vote of thanks being extended to the road book committee for the work referred to in the secretary's report.

Joseph Estoclet, chairman of the press committee presented a report in part, as follows:

The press committee has little to report beyond a general resume of its year's work. Like last year, our work has consisted in the getting up and sending out of printed bulletins to all the principal newspapers in the state of Pennsylvania; these bulletins being made up of interesting items of cycling news concerning Pennsylvania state doings and booming Pennsylvania division interests, such, in fact, as would be calculated to attract the attention of the general cycling public. Although done in the same manner as heretofore, I am sorry to say this has failed to check the falling interest in L. A. W. affairs in general and Pennsylvania L. A. W. affairs in particular.

In order to avoid expense our slips this year were stretched out so as to cover as much of the riding season as possible, that being the best time for missionary work, none having been issued since September 1.

With increased activity in local affairs it is to be hoped that the next report of this committee will be a much brighter one.

Upon motion of Mr. Van Nort, the report was accepted and filed; the thanks of the board being extended to the committee for their work during the past year.

Carl Hering, chairman of the road book committee, presented a report, in part as follows:

A partial revision of the eastern section of the road book was published this year, 4800 copies having been printed at a cost of less than six cents per copy after the plates had been paid for. Owing to lack of funds the revision could be made only partial and it was therefore necessary to publish a number of the old maps with the new ones, in order to cover the portions for which no new maps could be made. The copy for the missing revised maps for the whole of the eastern third of the state is all ready and it is sincerely hoped that funds can be provided to have the plates for them made this winter, in order that a more satisfactory book can be published next year. An important feature was added in this year's book in the form of notes concerning the Philadelphia riding district, compiled by Mr. Fay, who took a very active part in the work of this committee, and gave very valuable assistance.

When the new plates have all been completed the cost of the book will be very slight and could probably be covered by a few advertisements.

In order to aid in getting funds, it is urged that an effort be made to interest the automobile clubs. These clubs could then be provided with a certain number of copies of our book in return for their contribution. In this way it is thought that in the course of several years the revised maps of the whole of the state could be completed, and after that the road book might with proper management, be made not only to pay for itself, but even be a source of income. No better maps are published which are more serviceable to automobile riders than ours.

Upon motion of Mr. Haines, the report was accepted and filed.

Wm. R. Tucker, chairman of the auditing committee, presented the following report: The auditing committee of the Pennsylvania division have audited the accounts of the secretary-treasurer, from November 1, 1899, to November 1, 1900, and have compared the several charges and credits with the vouchers presented and find the same correct and in order. Upon motion of Mr. Mertens, the report was accepted and placed on file.

Mr. Boyle, chairman of the executive and finance committee, stated that the report of that committee was included in the chief consul's report.

F. C. Orr, chairman of the rules and regulations committee, presented the report of the recent election for board of officers, previously given in these columns.



Mr. Mertens, chairman of the legislative committee, reported that the members of that committee had held a meeting at Harrisburg on the previous Saturday in conjunction with members of the various sidepath commissions, at which the entire subject of sidepath legislature in Pennsylvania was gone over; the report presented by him being the opinion of those present at that meeting. The report presented was in part as follows: That the present sidepath law of 1899 is in fair operation in a number of counties of the state, but no doubt all commissions now in existence will be abandoned on January 1 next, by reason of the fact that Judge Shmanton, of Dauphin county, has declared this law unconstitutional on the ground that it creates a special commission for a municipal purpose such as is prohibited by the constitution. This opinion of Judge Shmanton is unappealed from. So long as it stands it would be futile to attempt to secure the enactment of a law erecting any sidepath commission, or to secure any needed amendments in the present law. It would be worse than useless to saddle these duties upon the county or road commissioners as nearly all are hostile to such legislation, and if imposed upon them we are well satisfied that nothing could be accomplished. It is therefore of the utmost importance to have this law passed upon by the supreme court, so that we may know exactly what powers if any these special side path commissions have. And then if such commissions can be created the present law must be amended in many particulars and be made more definite in its provisions.

The time for taking an appeal from the Dauphin county court has already expired. The entire expense of the litigation there had already been borne by the sidepath commissioners of that county personally, so they made unsuccessful attempts to have the state sidepath league take up the matter, they being unwilling to take upon themselves personally the expense of an appeal. In consequence nothing was done and the decision remains in force. However, the Erie, Montgomery and several other counties courts have in litigation this question not yet decided, and which no doubt would be decided promptly upon application.

In view of these unsettled conditions your committee, at a long session recently, decided that they would not at this time submit a new law for your approval, but would recommend that proper steps be taken to secure an authoritative interpretation of the present law. We would therefore recommend that this board of officers authorize your committee to take an appeal to the supreme court, and that due provision for the expense thereof be provided for.

Upon motion the report was accepted and the recommendation postponed for action until later in the day.

Chairman Worrell, of the highway improvement committee, presented a verbal report in part as follows: As to the work of the highway committee, so far as the last session is concerned, I reported fully at the last meeting. As to our work for the next year, we cannot report as to what it is going to be, but the commission during the season have had a number of meetings and we have canvassed the state very thoroughly as to what the different interests of the state want in the way of a road bill, and we have prepared a measure and want to offer it early in the session. We are going to ask for an appropriation of one million dollars.

If an appropriation of \$1,000,000 is granted it will make the Hamilton bill operative and we have found by comparison with other bills in other states, that the provisions of that bill covered the ground generally about as well as it can be covered. We shall then prepare another bill which will provide for the distribution of the \$1,000,000 fund and that provides that any township wanting any of the state appropriation will have to subscribe in that township a sum equal to what they expect to get from the state and the amount they get from the state will be in comparison to the number of miles of roads which they have in the township. We have more backing on this bill than we have ever had. Our commission is unanimous in supporting it. We hope to have a meeting with the governor and attorney-general next week at which we will determine definitely what course we are going to consider. Mr. Van Nort moved that the report be received and placed on file, and offered a vote of thanks to the mem-

bers of the committee for their work during the past year.

Upon motion of Mr. Van Nort, the secretary-treasurer's financial report already approved by the auditing committee and sent for publication in the official organ was read.

Upon motion of Mr. Van Nort it was decided that delegates to the coming meeting of the national assembly should meet their own expenses. Upon motion of Mr. Mertens, a committee of three was appointed to present nominations for delegates to the national assembly, Messrs. Mertens, Knapp and Hare being appointed. This committee presented the following nominations: W. W. Randall, Joseph Estoclet, Carl Hering, W. R. Tucker, Thomas Hare, H. B. Worrell and T. D. Haines, of Philadelphia; E. J. Warner, of Norristown; J. J. Van Nort, of Scranton; A. D. Knapp, of Williamsport; Dr. W. S. Cook, of Beaver Falls; T. E. Myler, of Pittsburg, and C. A. Mertens, of Erie. There being no other nominations, Mr. Hering moved that the secretary cast one ballot for these gentlemen, which was seconded and carried. The secretary cast this ballot and the election of these delegates was duly announced.

Mr. Hering offered a resolution of thanks to state division officers for their work during the past year. Carried.

Mr. Van Nort nominated P. S. Collins, as the third member of the executive committee. This being the only nomination, the election was made by acclamation.

A general discussion followed on the work and plans of the highway improvement committee and the special sidepath committee as to the best plans to be followed at the coming session of the legislature, and the advisability of making an appeal from Judge Shmanton's opinion as to the unconstitutionality of the existing sidepath law. It was finally decided to refer the matter to a special committee composed of Mr. Mertens, of Erie; Chief Consul Boyle, and the third member to be selected by those two gentlemen, which was duly carried. It was announced that Mr. Worrell had been selected for the third place on this committee.

Mr. Van Nort suggested that the secretary-treasurer be requested to draw an appropriation of \$700 for the ensuing year, in place of the \$1,000 provided by the by-laws. The secretary-treasurer stated that it would probably be impossible to appropriate this sum of money and stated "whatever resolution may be passed, the present secretary-treasurer will not, at any time, take any money from the division's treasury so long as there are liabilities outstanding for current running expenses." Mr. Van Nort then changed the resolution to suggest that "a sum not exceeding \$500 be drawn," which was carried.

Mr. Boyle made the following statement, "Under the by-laws there can be no compensation for legal services unless specifically provided for at this meeting. I wish to say so far as my services for the coming year are concerned, I shall not take any compensation for any services which I may render to the League in any way, and beg to offer these services to the division." In making the motion that the chief consul's offer be accepted, Mr. Collins referred to the great value of the services which Mr. Boyle had rendered to the division in the past, stating that the most valuable of these services had been rendered under circumstances which never brought them to the general notice of members and that in the securing of legislation, etc., for the interest of wheelmen, Mr. Boyle's personality had borne a part much in excess to value represented by any cash payment, and included in the motion, a resolution of thanks for the services rendered. The resolution was seconded by Mr. Worrell as chairman of the highway improvement committee and upon being presented by the secretary-treasurer, was duly carried.

Mr. Worrell, chairman of the highway improvement committee, stated, "On the question of expenses of the highway improvement committee, I beg to state that this committee will meet its own expenses and will present no bills to the division during the coming year, for personal expenses, transportation, etc."

The question of the enlargement of the present road book or the issuing of other road book literature was discussed and upon motion of Mr. Knapp the matter was referred to the executive committee with power to take such action as might be desirable and proper. As a

measure of economy it was suggested that the division accept the personal bond of the secretary-treasurer, in lieu of the Surety Company's bond heretofore provided, which was on motion. Carried.

Upon motion adjourned.

P. S. COLLINS,  
Secretary-Treasurer.

#### L. A. W. Touring Department

To expedite the giving of information concerning routes, the seven members of the national touring committee have each been assigned a certain territory, and it is urged that as far as possible, the seeker for pointers, as to short routes communicate directly with the member having charge of the section of the country in which such route or routes are located. Through-route information, and suggestion as to European tours, will be furnished by the chairman. The personnel of the committee, with the territory assigned to each follows:

George M. Schell, chairman, 629 Bourse Bldg., Philadelphia, Pa.—Pennsylvania, Delaware and Southern New Jersey.

Alonzo D. Peck, 221 Columbus avenue, Boston, Mass.—New England States (except western Connecticut) and Upper Canada.

W. S. Bull, Vanderbilt Bldg., New York City—New York State, western Connecticut and northern New Jersey.

L. W. Ryland, 702 Main street, Richmond, Va.—Maryland, Virginia and West Virginia.

W. C. Munro, 2143 Grand street, W. H., Cincinnati, O.—Ohio, Kentucky and Tennessee.

A. D. Black, 147 Forty-second Place, Chicago, Ill.—Michigan, Indiana and Illinois.

A. M. Welles, 309 Phoenix Bldg., Minneapolis, Minn.—Wisconsin, Minnesota, Iowa.

Information concerning routes in sections of the country not included in the above apportionment will be supplied by the chairman.

Requests for routes MUST be accompanied by stamped self-addressed envelope or stamp (preferably the former).

League members inquiring for routes should in all instances append their League number as an evidence of good faith.

Up to date there have been prepared thirteen through routes, as follows:

1—New York to Chicago (via Albany, Buffalo, Cleveland).

2—New York to Chicago (via Delaware Water Gap, Scranton, Elmira, Buffalo, through Canada and Michigan to Grand Haven; thence across the lake by steamer to Chicago or Milwaukee).

3—Boston to Albany (to connect with route No. 1), with a branch trip through the Berkshire Hills to the Hudson River (connecting with route No. 1 at Hudson, N. Y.).

4—Boston to New York (via Springfield), with a branch trip through Berkshire Hills.

5—Boston to New York (via Providence, New London and Long Island).

6—New York to Washington (via Philadelphia and Baltimore).

7—Boston to Portland, Me.

8—Boston to Montreal, with branch trips to the Canada line (Northern Vermont) and the White mountains.

9—Philadelphia to Natural Bridge, Va.

10—Boston to Fall River and Newport.

11—Philadelphia to Delaware Water Gap and Fishkill, N. Y., connecting with route No. 2 (New York to Chicago, via Scranton, Elmira, Buffalo and Canada) at the Water Gap, and with route No. 1 (New York to Chicago, via Albany, Buffalo and Cleveland) at Fishkill.

12—Washington to Chicago and St. Louis (via Hagerstown, Wheeling, Columbus and Indianapolis).

13—Chicago to Salt Lake City (via Rock Island, Des Moines, Omaha and Denver).

Inquirers for above routes will save time by communicating direct with the chairman of the touring committee.

#### WINTER TOURING IN BERMUDA

Alonzo D. Peck, the New England member of the touring committee, who in September last took a party of tourists to that island, has the following in the nature of "pointers" to give to those L. A. W. members who contemplate invading that land of flowers during the winter: "Members of the L. A. W., who would like to take a delightful tour, should by all means go to Bermuda, a cyclist's paradise, where there is plenty to interest the tourist and where good roads abound."

# 1901

WILL BE A

## Cushion Frame YEAR

Practically all the manufacturers of High Grade bicycles in the U. S. will build Cushion Frame models next season.

### EVERY DEALER

should supply himself with these wonderful

### SELLERS

No bicycle ever made can compare with the Cushion Frame for

**"Comfort With Speed"**

Ride one yourself and you will be convinced. Let others ride it and you will have quick and enthusiastic customers.

Order from your manufacturers at once.

## Hygienic Wheel Co.,

220 Broadway,

### NEW YORK

Owners of the Cushion Frame Patents.



"Bermuda can be reached by the Quebec Steamship Company, whose pier is at 47 North River, New York, who carry their passengers' wheels free. There is a local duty on wheels of \$2.50 each. Arrangements have been made with A. C. Thomas, local consul of the L. A. W., by which he will remove wheel from dock, uncrate, clean, adjust and deliver for 50 cents each; crate stored free of charge. Bicycles stored and cleaned for 60 cents per week each; and he also does a renting business, mostly American wheels of not very old models at the following rates: 12 cents per hour; 50 cents half day; 60 cents for all day; \$2.50 per week; \$9 per month. Bicycle cleaning and repairing free of charge on rental. He also carries a line of sundries, tires, etc.

"Members are requested to take their membership tickets along with them for the above privileges. There are two or three other dealers there, but their prices are higher.

"The rule of the road in Bermuda is the reverse of the American rule, they turning to the left in meeting vehicles and pedestrians and passing to the right when overtaking them. You must also remember to give right of way to pedestrians walking on either side of the road. Every vehicle must carry a light after sundown. A bell is necessary; indeed, it is dangerous to ride without one. Do not coast any hill until you have previously pedaled down.

"The Hotel Hamilton and Princess are first-class houses, and the American House, although less pleasantly situated, is more reasonable in its prices."

#### EXCELLENT SUGGESTION

A Pittsburg correspondent (L. A. W. No. 53418) makes the following suggestion to the chairman of the national touring committee:

"Now that the time has come that we wheelmen can do little actual riding, we have more time to devote to reading and preparing plans for next summer's outings. It has occurred to me, that if you were to publish, in the official organ, the tours you have prepared, it would induce many of our members to try this most enjoyable way to spend a vacation. I believe that a portion of our space, say one-half to one page an issue, devoted to this purpose would greatly popularize touring and would be warmly welcomed by very many of the League, and trust you will give my suggestion careful consideration."

The idea is an excellent one, and if the editors of this magazine can be induced to spare the space we will certainly see to it that such routes shall be printed from time to time.

GEORGE M. SCHELL,  
Chairman National Touring Committee.

#### Correspondence from Members

I desire to add that I receive and read the L. A. W. Magazine each month, and I desire to compliment you on the excellent paper you are providing the League members. Yours very truly, W. H. Hale, secretary New York City consulate.

I am pleased to note that you received a number of protests against the political advertising in the November issue. Had intended to do so myself but neglected to do so from time to time. Your lame excuse in your last issue has prompted me to protest against such misrepresentation. Every publisher has the undoubted right to decide what class of advertisements he will insert in his publication. The blanks of all leading publications have this printed on same and nearly all receipts given by publishers expressly so state. Advertisements appearing in certain publications would not look well in others. Some refuse patent medicine advertisements, others cosset advertisements, etc. No publication advocating temperance would be compelled to advertise the virtues and many beneficial results of Gibson's pure rye. Every publisher has the right to accept or reject any class of advertisements, but he has not the right to accept the same class of advertisements from one person and reject some from another. His advertising columns must be open or closed to all persons alike. You had the right to reject the political advertisements of the Republican party, but after having accepted theirs you could not have refused the advertisements of the Democrats, and only by virtue of your having accepted the Republican advertisements could the Democrats have compelled you to

accepting an advertisement for a non-partisan publication such as the L. A. W. Magazine could not be too severe. I have held at least four of my friends in the organization for the past two years who are likely to fail to appear at the next roll call.—W. F. Selle, Philadelphia.

"What can we do to increase League membership?" This it seems to me is the vital question that should be considered at the next assembly. I expect to bring up for the consideration of the members of that body some things that it seems to me may help to get the wheelmen at large back with us again. For one thing we should stop shaking the tree for every one to pick up the fruit, and should do more for the L. A. W. member, as it is no object for the wheelman at large to come into an organization if he can get the same benefits outside. Wheelmen are perhaps a little selfish in their make up, and everywhere we hear the question asked, "What do I get for my dollar?" Inasmuch as the sidepath movement has grown to great proportions and as nearly all the states in which the L. A. W. is large have sidepath laws, I should like to see the L. A. W. give to each member a sidepath tag free, or, where the cost of the tag is too high, give it to him at a reduced price. It seems that the matter can be arranged so that the L. A. W. can get its tags of the different county commissioners and in this way do something for its members rather than for the wheelman at large. I intend to bring this matter up for discussion at the national assembly take theirs. The criticism you received for and shall hope to see it carried through and the L. A. W. have a big boom, even larger than that of a few years ago. Another matter I should like to see put through is the making of interstate and international (so far as Canada is concerned) sidepath tags, so that a touring wheelman with a sidepath tag on his wheel can ride unmolested wherever there are sidepaths. These suggestions are for your consideration and should you have anything to say in regard to them or any other suggestions to make I should be glad to hear from you.—M. D. Fletcher, member national sidepath committee, Springfield, Mass.

In an article entitled "Observations of a Wheelman Abroad," by John R. Williams, in your December number, the statement is made that the L. A. W. copied its emblem from that of the C. T. C. of England. This is an error and the facts as near as I can recollect them are as follows: The C. T. C. was founded in 1878 and adopted for its emblem or badge a silver shield or plate with the club name on its face in square raised letters. This emblem was used until 1885 or 1886 when the present badge was substituted. The L. A. W. was organized in 1880 and adopted an emblem consisting of a relief map of North America, having the full name of the League around the margin, with a wheel for a background. The design was not popular and from its resemblance to a flattened ham on a circular gridiron was known among the members as the "ham and griddle." In the fall of 1881 the League adopted the present emblem, designed by Mr. C. H. Lamson, of Portland, Me., who holds a patent on the same numbered 12466 and dated Sept. 13, 1881. This design at once became popular and has been in use ever since. The older members of the L. A. W. will recall the prolonged controversy on this subject that took place some years ago when the matter was thoroughly ventilated and at which time it was clearly settled that the C. T. C. copied its emblem from that of the L. A. W. Those who have joined the League more recently, however, will be glad to know that we were the leaders in this matter as well as in some others.—Henry C. Morse, Peoria, Ill.

We note by the L. A. W. Magazine that suggestions, relative to the report of the constitutional committee, are wanted. Not being particularly familiar with League matters we cannot pass on this very well; but as this seems to mark a change in the general policy of the League, we wish to express as forcibly as possible our belief in the sidepath movement as compared with the good roads movement. We believe in good roads and that they are our right, but having waited for them for ten years or more without seeing the slightest sign of

real improvement in this section, it now seems that we have done enough for posterity. On the other hand, during the past two years cycle paths have made real and substantial gains, and are now really benefitting the wheelmen more than a century of good roads agitation would have done, if we may judge by past events. Furthermore, the automobile clubs, manufacturers, etc., are carrying on a campaign which will surely keep the good roads movement alive, or at least as much so as heretofore. Our point of view may not be a good one for the whole country, but for this part of New York state we believe we have not overdrawn the subject in hand. We would, therefore, suggest that the League either drop the movement altogether, or at least give it a place very subordinate to that of the cycle paths. We commend this to your consideration and beg to remain, yours fraternally.

F. J. ROOT, No. 2789.  
N. M. PIERCE, No. 128000.  
F. S. PIERCE, No. 128001.  
WM. H. HECK, No. 15227.  
J. G. CLONNEY, No. 63264.

Suggestions upon reorganization, published in the Magazine, can be considered with more care than if on the floor of the assembly, and, since it is doubtful whether I shall be able to attend the assembly, I comply with a request for suggestions for publication, and, in doing so, I speak from the standpoint of a member of one of the smallest divisions. I shall attempt to indicate, in a general way only, the lines on which we should organize.

In view of the innumerable organizations now demanding time and money, those only deserve to survive which can give the best of reasons for an existence. It is material therefore to inquire, if there is need of a national organization of wheelmen. An answer to this question will give some idea of the lines on which the organization should be formed, if at all.

First—Road improvement has become a national question.

Second—Cycle paths and touring are in their nature interstate, if not national in character, because of the long distances wheelmen ride.

Third—There are international cycling matters needing attention.

These and other similar matters of importance can be attended to best with the aid of a national organization. If these affairs are of sufficient importance to demand the serious consideration of men of maturity and good standing, then a national organization, so organized as to promote these interests, deserves our support, otherwise, not. I think they are. But in order to be a national power the organization must have a large membership, extending into all parts of the nation. The question is how to get the members. To save space on this point, I desire to endorse most of what is said by Mr. Clarence W. Small on page 17 of the December Magazine. There are many things of purely local importance to be done. It is the doing of these things which impresses the average wheelman most. If they are not done by organizations which have affiliations with a national organization, independent local organizations will be given the preference, and very few wheelmen will give their support to them and also to a national organization however deserving. That is the condition in which we are at present. Local organizations are supported by wheelmen, to the exclusion of the national, because local independent organizations have attended to local affairs better, and in that way come closer to the individual wheelman.

If my premises are correct they indicate in a general way how we should organize. They indicate the need of something like the political organization of United States—something more like, perhaps, the most powerful fraternal societies. The national organization should not be complicated, should be comparatively inexpensive and limited to a few, well defined, important, national functions. The local organizations should recognize states and sub-divisions of states, and should be as free as possible from national dictation. Most of the money collected of members should be spent by the local organizations for local purposes, and, as far as possible, all our efforts both national and local should be for the exclusive benefit of members. The income should depend upon small contributions from many members.

A national organization of wheelmen in United States which answers the demands for organ-

You DON'T need to TALK  
in order TO SELL

## Cushion Frame BICYCLES

Simply put a PROSPECT-  
IVE CUSTOMER

on a

## Trial Wheel

with instructions

to

## Ride It 30 Minutes

and the

## Cushion Frame

WILL DO THE  
REST.

Get your CUSHION Frame  
orders in EARLY to your  
manufacturer.

## Hygienic Wheel Co.,

220 Broadway

NEW YORK.

Owners of the Cushion Frame Patents.



## ADAMS' Pepsin Tutti Frutti

Is a Boon  
to all Cyclists.



It Keeps  
the mouth  
and throat  
moist.

◆◆◆  
For Sale  
Everywhere,

ized effort, made apparent by numerous local organizations, would have enough members so that a small annual fee from each member to the national body would furnish abundant funds for the national treasury.

A. B. CHOATE.

## BRISK SHOP TALK

Among acetylene gas lamps the Solor was the pioneer of success. The Badger Brass Manufacturing Company, Kenosha, Wis., entered the field first of all, secured an enormous advantage in experience, and now presents a lamp that has been tried for a number of years under all sorts of conditions and is a proved winner. The company's new catalogue is ready and may be secured for the asking.

Smokers who have been accustomed to paying five and ten cents each for cigars that were not satisfactory even at the price—and it is the experience of smokers generally that price is not always a test of quality—will find it to their advantage to try Lucke's Exports, which are advertised in this issue. By reason of doing a tremendously large business, J. H. Lucke & Co. are enabled to produce at a most attractive price a cigar that appeals to all classes of smokers.

No bicycle lamp is worth having unless it stays lighted when the wind blows, or when the rider traverses rough roads. Your fair weather, good roads lamp is not the kind to purchase, for riders can't always have fair weather and good roads. Among lamps known to give good service under trying conditions is the Majestic, manufactured by Edw. Miller & Co., Meriden, Conn. The advertisement elsewhere in this issue tells more about it.

Ease of running is one of the prime features of Champion hubs, to which are fitted Knock-Out axles, by means of which a wheel can be taken from the frame without disturbing the adjustment. These axles and hubs are manufactured by the I. A. Weston Company, Syracuse, N. Y., whose long experience in manufacturing has enabled it to supply precisely what riders most desire, i. e., a product giving uniformly satisfactory service.

Twentieth Century lamps, gas and oil, for bicycles or motor vehicles, constitute a comprehensive line from which every lamp user can select a model suited to his uses. Twentieth Century lamps are leaders in the market, not alone by reason of the energetic policy of the Twentieth Century Manufacturing Company, but as well because of intrinsic merit.

The \$4.75 tire, offered to L. A. W. MAGAZINE readers by the Goodyear Tire & Rubber Co., Akron, O., is a detachable clincher, which can be quickly opened on the wheel for repairs, fits any kind or style or rim without cement. It is illustrated and described in the advertisement in this issue.

The simplicity of G. & J. tires commend them to wheelmen everywhere. These tires have been on the market for many years and there are thousands of riders who would use no other make. Their advantages are well set forth in the booklet, which can be secured by writing the G. & J. Tire Company, Indianapolis, Ind.


F. B. Catlin, Winsted, Conn., is one of the oldest dealers in the trade, having begun with the old high wheel. He has a reputation of fair dealing and his offer in our advertising columns of a New Departure hub built-up ought to meet with a large sale at the price quoted.

One of the most emphatic successes scored in recent years by bicycle constructors is that credited to the Leland & Faulconer Manufacturing Company, of Detroit, Mich., whose bevel gears are synonymous with perfection. The most careful attention to gear cutting, to the material used and to the necessities of the market, added to a determination to win unlimited success, have made Leland-Faulconer gears very popular. They can be secured on any chainless wheel when the purchaser so demands.


A story which has come across the ocean tells how an ingenious Parisian cyclist conceived the idea of utilizing his cycle for the smuggling of spirits into the city without the usual disbursement of "octroi" dues. He went twice a day for a ride in the Bois. There, at a point beyond the barriers, he deflated his tires and filled them with brandy. By making two journeys only per day, he has been able, it is believed, to make an income of \$2,000 a year. In an unlucky moment, however, his confederates became dissatisfied with their earnings by smuggling. They not only smuggled the brandy, but stole it from a distillery into the bargain. The theft was detected, and they are now in durance vile.

A green novice makes a fat churchyard.





Read what  
**Spalding**  
the Athletic Authority  
says about  
**Wool Soap**



Washed with "Wool Soap" **A. G. Spalding & Bros.** Washed with Common Soap  
New York - Chicago  
NEW YORK, February 24th, 1900.

MESSRS. SWIFT & COMPANY, Chicago, Ill.

*Gentlemen:* There has been more or less trouble from people who do not understand how to clean sweaters. They wash them in all kinds of ways, and they shrink up and make no end of trouble. Your Wool Soap is the very best thing to use in washing sweaters.

Yours very truly, (Signed) A. G. SPALDING & BROS.

# SOLAR

## CYCLE LAMPS



Our 1901 model is The Best Lamp We Ever Built  
If you are tired of experimenting with the "just as good" kind, get a Solar this year  
We make every lamp we sell, so can afford to be liberal in the matter of guarantees.  
Our 1901 32 page catalog mailed gladly on request.  
The Badger Brass Mfg. Co., Kenosha, Wis.

**Dr. Meyer's**  
**BICYCLE SUSPENSORY**  
**A NEW IDEA**

A BOON TO THE ATHLETE, THE BICYCLIST, AND THE BUSINESS MAN.

**2 DETACHABLE SACKS WITH EACH OUTFIT.**

PAT. JUNE 6, 1899  
Perfectly Sanitary  
Never Irritates

**Warranted to Never Slip  
Adjusts to Every Motion**

**No Buckles**  **No Back Straps**

In Dr. Meyer's New Idea Suspensory you have COMFORT, CLEANLINESS and ABSOLUTE EFFICIENCY. Sacks changed in a minute for washing. Sent free by mail on receipt of Price, \$1.00. Address  
Doctor Meyer's T. B. Sanitarium,  
Mail Order Dept. A, Watertown, N.Y., U.S.A.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.





A Bicycle Lamp, to be of any value,  
MUST stay lit and MUST NOT  
smoke. If you have tried

# The Majestic

this ad. will be lost upon you, but if you  
haven't and really want a serviceable  
lamp for your 1901 riding, you will do  
well to get one . . . . .

We have manufactured lamps of all kinds for 56 years.

Edw. Miller & Co. . . . Meriden, Conn.

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## MOXON'S LINIMENT

Made at the celebrated Mt. Clemens Mineral Springs.

"Cheapest, Strongest and Most Effective External" Remedy in the World.

Bicycle riders should never be without it. As a remedy for sprains, sore muscles, bruises, and general exhaustion it is without an equal. The friend of all athletes. The pains of rheumatism are relieved instantly by its use. Refreshing as a Turkish bath after a fast "spin." Invaluable for toilet purposes. Makes an elegant shampoo. More effective and quicker than mustard for sore lungs.

PRICE, 25 CENTS A BOTTLE

Special for L. A. W.'s We have so much faith in our liniment pleasing you that we will send every L. A. W. member a free sample bottle, provided they send us name and address of their druggist.

THE MOXON LINIMENT COMPANY, - - MT. CLEMENS, MICH.

### At last The Tire that's right!

It's the kind you have always wanted.

It can be opened, on the wheel, quickly  
for repairs.

It's a detachable "clincher."

It fits any kind or style of wheel or rim.

No cement is required.

It holds itself on the rim.

It's the wonderful Goodyear  
Detachables Tire, made by

THE GOODYEAR TIRE AND  
RUBBER COMPANY. AKRON, OHIO.

Sold generally by dealers. Price, \$4.75

If your dealer doesn't carry them as yet, we will send express prepaid on receipt of price.



### A SOLE CLIP

Better than a  
Toe Clip

Does not mar top of  
shoe, pinch the foot,  
catch ladies' dresses,  
or strike the ground on low drop  
frames. Easily applied, foot readily  
detached, absolutely rigid. When  
ordering send size of shoe. Send  
stamp for descriptive circulars on  
bicycle specialties and novelties.



25c per pair

JOHN C. WALL, 930 Bowling Green Bldg., New York.

### ABSOLUTELY NO VIBRATION!

The ESMOND PENSILE FRAME,  
SADDLE, and

can be adjusted to any wheel, HIGH GRADE or LOW GRADE.  
Free trial to L. A. W. members. Write for catalogue.

Esmond Cycle Saddle Co., 80 Wall St., New York.

### PROFIT IN THIS

MAGIC LANTERN and STEREO-  
TICON Exhibitions pay well. Small  
capital needed. 260 page catalogue,  
descriptions and lowest prices of  
everything necessary, FREE.  
McALLISTER, Mfg. Optician, 49 Nassau St., N. Y.

### YOU NEEDN'T CARE A BUTTON

If you've a Bachelor's Button  
with Improved Washburne  
Patent Fasteners, whether  
you loose a snap-button button  
or not. Slip it on; push down  
the lever; it holds like grim  
death. By mail, 10 cts. Cata-  
logue of novelties made with  
Washburne Fasteners free, on  
request.

AMERICAN RING CO.,  
Box 43, Waterbury, Conn.



### LEARN PROOFREADING

If you possess a fair education, why not utilize it at a gen-  
teel and uncrowded profession paying \$15 to \$35 weekly? Situa-  
tion always obtainable. We are the original instructors by  
mail. HOME CORRESPONDENCE SCHOOL, Philadelphia.





# To HAVANA SMOKERS everywhere

The peculiar oily, spicy richness of Havana leaf, in years when the crops were right, is probably what made you a smoker of Havana cigars.

We won't argue the question of price—we will leave that out of the comparison. But if you will waive skeptical smiles and seriously heed a suggestion, you will discover something important. Learn the highly rich edge of

LUCKE'S

## "IMPORTS"



and the delicate substance to their flavor. They will positively give you that pleasure and supreme comfort only obtainable from richest and costliest cigars.

These goods are expressly made for the purpose of proving to the American smoker that there is no use in paying more than 5 cents for a perfect cigar.

To those used to ordinary five-cent cigars, the first "Import" may seem odd (champagne tastes a bit odd after cider) but smoke a number; you'll soon discover you've doubled the pleasure and comfort of your smoking.

On sale now at most of the better-class cigar stands in all large cities, at five cents.

If your dealer doesn't carry them as yet, see special offer on opposite page.

## The Photographers' League

Incorporated under New York state laws. Members receive free illustrated monthly magazine. Circulating library of standard photographic text books, these being mailed to members on mere payment of postage. Wholesale prices on all supplies. The League markets its own rapid Dry Plates, Gas-light Paper, Platinum Paper, Printing-out paper, Developers, etc. Shipments made everywhere. Information Bureau, Sale and Exchange, Print Exchange. Weekly demonstrations. Numbered ticket mailed to members. Sample copy of Bulletin and League Prospectus on application. Unrivalled facilities for photographers. Total annual dues \$1.00.

BOSTON BRANCH: 217 Dudley Street.

HEADQUARTERS, 320 Broadway, N. Y.

## A CUSHION FRAME FOR \$2.00

Have an up-to-date wheel.

The SPRING can be attached to any bicycle, old or new.

It's BALL BEARING. CONE ADJUSTING.

Sent prepaid on receipt of \$2.00.

If not satisfactory, your money back.

Send diameter of your seat post and how attached and your weight.

**BERKEY SPRING SEAT POST CO.**  
GRAND RAPIDS, MICH.

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**Special Box of PROOFS  
25 PERFECTO "IMPORTS"**

Sent prepaid on receipt of \$1.00.

You should try them. Smoke one after dinner every day for a week. You will never again be satisfied with the less tasteful cigars you commonly buy. If you do not find "Imports" the most comforting, rich and pleasing cigars you ever tasted, return them and we will refund your \$1.00.

Address, J. H. LUCKE & CO., Suit B, Lucke Block, CINCINNATI, O.

**\$1**



## Robinson's Bath Cabinet

Cures Disease Without Medicine

positive cure for Rheumatism, Blood, Liver, Kidney and Skin diseases. No disease can resist the power of heat. A boon to cyclists after hard rides. Prevents sore muscles and stiff joints.

**A Turkish Bath at Home for 2 Cents**

**30 Days' Trial FREE**

If not found as represented money refunded.

**\$2.00 Book Free to Patrons**, contains full instructions for curing disease, written by prominent physicians. Please send for Our Book and Special Offer to L. A. W. Members. Agents Wanted.

\$75 to \$200 monthly can be made. Write us at once for special Agent's 1901 proposition. Exclusive rights given. Do not delay.

**ROBINSON THERMAL BATH CO.**  
686 Jefferson St., Toledo, Ohio.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.





**FOUR  
FULL QUARTS  
FOR**

**\$3.20**

**EXPRESS PREPAID**

**QUALITY  
AND  
QUANTITY  
GUARANTEED**

**IF NOT SATISFIED  
YOUR MONEY  
REFUNDED**

## HAYNER'S PURE WHISKEY.

Our distillery was established in 1866. We have enjoyed 34 years' continual growth until we now have one hundred and sixty-five thousand customers throughout the United States who are using Hayner's Whiskey — an evidence of true merit.

We give you absolutely pure whiskey at the lowest possible cost.

Our entire product is sold direct to consumers, thus avoiding middlemen's profits and adulteration. If you want pure whiskey our offer will interest you.

We will send four full quart bottles of Hayner's Seven-Year-Old Double Copper Distilled Rye Whiskey for \$3.20, express prepaid. We ship in plain packages — no marks to indicate contents.

If after testing it is not found satisfactory return at our expense and we will return your \$3.20.

Such whiskey as we offer for \$3.20 cannot be purchased elsewhere for less than \$5.00.

REFERENCES: Third National Bank, Dayton; State National Bank, St. Louis, or any of the Express Companies.

**THE HAYNER DISTILLING CO.,**  
226-232 W. Fifth St., Dayton, O. 305-307 S. Seventh St., St. Louis, Mo.

WRITE TO NEAREST ADDRESS.

N. B.—Orders from Ariz., Colo., Cal., Idaho, Mont., Nev., N. Mex., Oreg., Utah, Wash., Wyo., must call for 20 quarts by freight, prepaid.

We guarantee the above firm to do as it agrees. — EDITOR.

## THIS is the SECRET of the Superiority of our Gears

*We pass the danger points FIRST  
We do the all-important thing LAST*

When we have once perfected the Gears, we leave them in that perfect condition.

That is why the Leland - Faulconer Gears run more smoothly and quietly than other Bevel Gears.

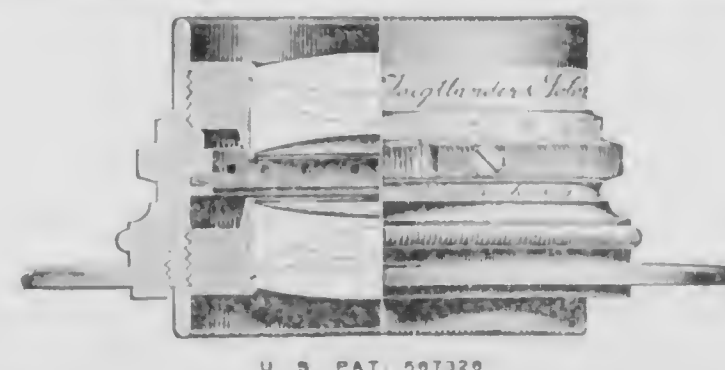
The method of making them,—the machinery for operating upon them,—and the finished product, is in a class by itself.

Our Gears really have no peers.

They are as unlike as they are superior to all others.



Leland & Faulconer Mfg. Co.,  
Detroit, Mich.



## The Collinear Lens

This lens is a recent optical discovery, scientifically constructed and free from the errors found in 90 per cent. of the commercial hand cameras.

IT WILL IMPROVE ANY  
CAMERA IN

**SPEED, CLEARNESS, BRILLIANCY.**

WE FIT THIS LENS TO

**Cycle Cameras (ALL STYLES)**

AND THE POPULAR

**FOLDING POCKET KODAKS**

**Nos. 2 and 3.**

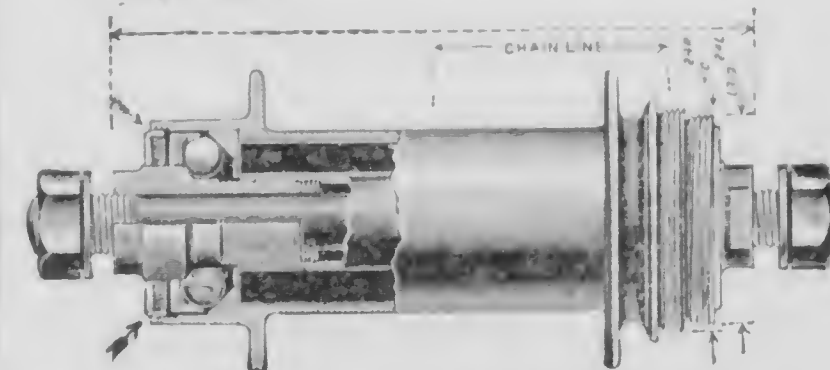
CATALOGUE ON APPLICATION.

THE VOIGTLAENDER & SON OPTICAL COMPANY,

477 West 14th Street, New York.

## RIDERS

You have the choice to decide whether or not you will ride an easy running wheel. Without properly constructed and properly hardened hubs, you will have hard work getting any pleasure out of your work.



**CHAMPION  
HUBS**

have stood the test of time and are recognized as mechanically perfect. It will cost you nothing extra to

have your wheel fitted with them, and any manufacturer will accommodate you, if you insist on having CHAMPION HUBS fitted with Knockout axles. Send for a descriptive card.

**I. A. WESTON COMPANY, Syracuse.**

— MAKERS OF HUBS SINCE 1885 —

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



THE L. A. W. MAGAZINE

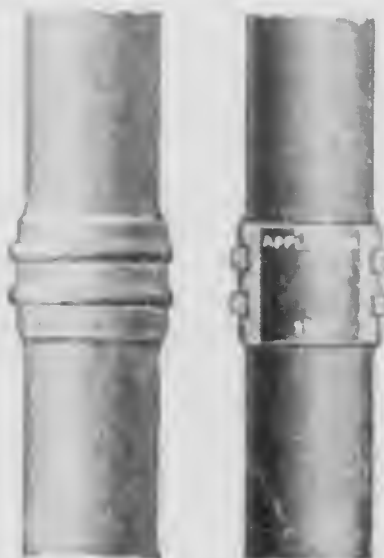
# Diamond Double Tube Tires

IN ACTUAL USE FOR ONE SEASON AND

PROVED RELIABLE



Showing Position of  
Tube  
When Inflated



Full View  
Coupling

Interior  
Side View



Inner  
Tubes  
Separate



Style Lacing  
Lace Holes Eyeleted

Continuous Air Chamber and Resilient as any Single Tube Tire.  
It is the best Tire for the Rider, because easiest to make a permanent repair.

Insist on your wheel being equipped with the  
DIAMOND DOUBLE TUBE TIRES.

MADE IN AKRON, OHIO, BY

**THE DIAMOND RUBBER COMPANY**

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OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

# L. A. W. MAGAZINE

OLD SERIES, VOL. XXXI  
NEW SERIES, VOL. I, NO. 10

MAR., 1901

PRICE, 10 CENTS.  
\$1.00 A YEAR.

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PUBLISHED BY EMIL GROSSMAN & BRO. CLEVELAND.  
BOSTON. NEW YORK. CHICAGO.



## A Burnt Child, etc.

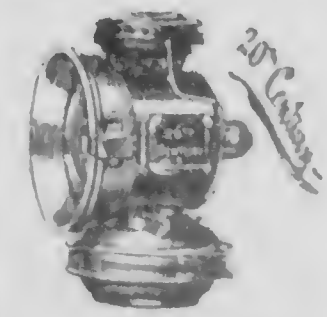
If you were burnt last season by buying a cheap tire with the assurance that "It is just as good as the Hartford," you will not willingly make the same mistake this year. The best bicycle made will give but poor service unless you have the best tires put on it.

# Hartford Tires

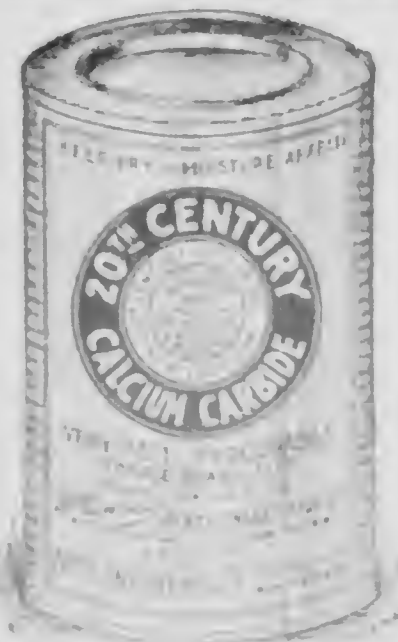
are recognized by the most experienced riders as the easiest running, the longest wearing and the most economical in the end. Send for our illustrated catalogue.

**The Hartford Rubber Works Co.**  
HARTFORD, CONN.

## 20th Century



Bicycle, Driving and Automobile...



## HEAD-LIGHTS

17 Warren St., N. Y.

## PIERCE CYCLES



GEORGE PIERCE CO. BUFFALO-BOSTON-NEW YORK-DENVER

**P. A. SPECIAL**  
COMBINES CUSHION FRAME  
BEVELED GEAR CHAINLESS  
HUB COASTER BRAKE.  
**HEADS the WORLD**

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# L. A. W. MAGAZINE

Old Series, Vol. XXXI.  
New Series, Vol. I, No. 10.

MARCH, 1901.

PRICE { 10 Cents.  
\$1.00 a Year.

## OUR OBSERVATIONS OF THE MONTH

### Business-like National Assembly

Unusually business-like, the L. A. W. National Assembly this year finished its work in one day, and the stenographer took away notes of proceedings that were most creditable. The desire to legislate for the League's best interests was the most striking feature of this annual session, and while at times there were personal allusions and personal difficulties, yet these were inconsequential in comparison with the apparent and emphatic intention to secure those results which promised the most beneficial returns to the great body of League members. Extremely radical changes in the constitution and by-laws where not brought forward. The most unusual of the proposed amendments was the Revision Committee's suggestion that the objects of the League be to foster the interests of "all who use the highways," and this was not adopted when veteran leaders like Messrs. Potter, Seward, et al., demonstrated clearly that the L. A. W. has plenty to occupy its time and attention in wheeling matters alone.

However, it is now permissible for a "person" not a "wheelman" to join the League, and there is no longer an age limit. Thus any "person" desiring to assist in protecting the interests of wheelmen may join the League whether he be a wheelman himself or not, and it is not required that he be at least eighteen years of age. In consequence of the elimination of the age requirement, junior membership was erased from the books.

### A New Executive Committee

In selecting officers, the best available talent was chosen. Senator Earle, of Michigan; Mr. Pennell, of New York; Mr. Howell, of Connecticut, and Mr. Tattersall, of New Jersey, were unanimously elected to the respective offices of president, first vice-president, second vice-president, and treasurer. Secretary Bassett was left undisturbed. All these gentlemen are veteran members of the League, with working records that prove the wisdom of the Assembly in favoring them with honors. That League national affairs are again in good hands there is no room to doubt.

The new president is a man of originality, progressiveness and enthusiasm. It is expected that during the year he will prove his ability as a leader, and it is assured that

wherever he may point out the way, his associates in state and national office will willingly and conscientiously follow.

### As to Local Organizations

Encouragement to local organizations portends a return to prosperous days. Messrs. Potter and Cahill, the leading advocates of local organization, strikingly pointed out the necessity of establishing the local organization on a firm financial basis, and their advice was adopted without dissent. Now local bodies may have the League's strength and influence behind them, money in their own treasuries and a great sphere of usefulness such as never before was vouchsafed to them.

This Assembly will go on record as one of the most business-like ever held. There was action every minute of the day, indicating that League leaders have settled down to hard and earnest work, which fact is decidedly encouraging to League advocates.

In conclusion it seems that the Assembly has acted wisely and well, and that the organization's future is unusually bright and encouraging.

### Work Reviewed in Brief

Following is a brief review of the Assembly's work:

After the reading of reports, which appear in the official department of this issue, and hence need no comment here, the election of officers was taken up, and the gentlemen above named were chosen without opposition. At this point the Assembly adjourned until 3 p. m.

In the afternoon the amendments were taken up. The objects of the League are now stated in the following terms:

"Section 2. The League of American Wheelmen exists to defend the rights of cyclists, to obtain benefits for its members, to facilitate touring, and to secure the construction and maintenance of good roads and cycle paths."

Any "person" may now join the League, the requirement that the applicant be a "wheelman" having been eliminated; and it is no longer necessary that the applicant be at least 18 years of age. In consequence of this last named change, junior membership was abolished. The secretary is required to make

\* 1000-12



monthly remittances to the treasurer, and the treasurer must remit monthly to the divisions. The touring committee, of from five to seven members, and the local organization committee, of three members, are now among the standing committees to be appointed by the president. It is no longer required that the official organ be known as the "L. A. W. Bulletin and Good Roads."

#### Bonds and Salary Questions

The bond of the secretary was reduced from \$10,000 to \$5,000, while the treasurer's bond was lowered from \$15,000 to \$5,000. The secretary's salary was reduced to \$2,000, motions to make it \$1,500 or \$1,200 being not effective. Messrs. Small of Maine, Kerrison of Massachusetts, and Van Nort of Pennsylvania, were elected members of the auditing committee. In the matter of proxies, it was decided that any delegate might vote the proxies of his own state delegates and also one proxy

least at large as the surplus over the previous largest payment from that city and the present payment. The plan works out in this tion with 100 members and sends \$100 to the secretary, and if the previous high water mark in Oswego was twenty-five members and a remittance of \$25, then by making application to the executive committee the Oswego local organization is entitled to the rebate outlined above, which in this case would amount to \$75. On this resolution Messrs. Cahill and Potter were especially enthusiastic, and the motion was commended by Messrs. Seward, Hare, Earle, Tattersall and others.

#### Cycle Path Legislation

The bicycle sidepath tax law of Multnomah county in Oregon has been decided by the Supreme court of that state to be illegal, since it violates the state constitution on four points, as follows: First, the assessment on bicycles is held to be a tax rather than a li-



H. S. EARLE,  
The New President.



CONWAY W. SAMS,  
The Retiring President.

from outside his state, but not more than one such outside proxy. The president's allowance was placed at \$2,000, and loan account matters were referred to the executive committee with power to act. Resolutions on the death of Frank P. Van Valkenburgh, formerly a striking figure at the National Assembly, and of E. G. Harrison, the government road expert, were spread on the minutes.

#### Local Organization Legislation

Messrs. Potter and Cahill collaborated on a local organization resolution that bears the ear-marks of a good plan, and it was passed with eclat, words of commendation being numerous and flattering to the joint authors. The resolution provides for financial aid to local bodies by providing that when local organizations are formed the executive committee shall remit to such local body a sum at

least at large as the surplus over the previous largest payment from that city and the present payment. The plan works out in this tion with 100 members and sends \$100 to the secretary, and if the previous high water mark in Oswego was twenty-five members and a remittance of \$25, then by making application to the executive committee the Oswego local organization is entitled to the rebate outlined above, which in this case would amount to \$75. On this resolution Messrs. Cahill and Potter were especially enthusiastic, and the motion was commended by Messrs. Seward, Hare, Earle, Tattersall and others.

A sidepath law in Illinois, modeled after the Oregon act, had been previously held unconstitutional by the courts of that state, which was cited as an example.

The Oregon case grew out of a replevin

action, brought by J. A. Ellis to recover from the sheriff possession of a bicycle that had been distrained for failure to pay the tax levied thereon by the county commissioners under the terms of the act of 1899, generally known as the "bicycle tax law." The case went up on appeal from an order overruling a demurrer to the complaint and entering judgment for \$5 damages to the plaintiff as prayed.

Cycle path bills are now pending before the legislatures of both Minnesota and Wisconsin. The Associated Wheelmen, whose membership is largely in St. Paul, have drawn up a measure authorizing an annual tax of fifty cents on each bicycle used on sidepaths in Minnesota, the fund thus collected to be devoted to the extension and improvement of bicycle paths at the discretion of the county commissioners. It is not anticipated that such a bill will meet with opposition, its provisions being optional with the commissioners in each county, while the payment of the fee is compulsory only upon those who use the paths.

The Wisconsin bill is patterned after and its provisions are similar to the cycle path laws of New York, Pennsylvania and Ohio.

#### Good Roads Bills

The State Highway Commission of Pennsylvania, appointed at the last session of the legislature, to investigate the matters of road improvement throughout that state, has made a majority report to the senate stating that the present system of providing for the construction of roads is entirely inadequate and unsatisfactory, and presenting three bills with the recommendation that they be enacted into laws. These bills are in substance as follows:

Appropriating \$1,000,000 to the Department of Agriculture for the purpose of constructing and maintaining public roads.

Providing for the election of road supervisors for one, two and three years, and for the distribution of appropriations for road purposes.

To amend an act providing for the election and appointment of road supervisors, so that the provisions of the act can go into effect on the first Monday in January, 1902.

The minority report states that while the farmers do not oppose construction of good roads, they protest against bearing the entire burden of taxes, and that it is unfair to tax real estate alone for road purposes, suggesting that a part of the corporation and personal taxes be devoted to public roads.

Two good roads bills were introduced in the New York assembly at Albany, last month, one providing that a proposition to appropriate \$5,000,000 for the construction and improvement of state roads be submitted to a vote by the citizens, and the other abolishing the system "working out" tax in vogue in certain counties and requiring that the road work in towns be let out at contract on a cash basis, the towns to receive state aid to the amount of 25 per cent of the cost of improvements.

#### Miscellaneous Bicycle Bills

A bill has been introduced in the Massachusetts legislature at the request of the Somerville Cycle Club, providing that a bicycle shall be deemed a "carriage" in the full mean-



GEORGE C. PENNELL,  
First Vice-President.

ing of the term. This was done on account of a decision of the Supreme court, last June, to the effect that, under a literal construction of an antique road law, passed more than a century ago, a bicyclist cannot recover damages for injuries due to the defects in highways, which are required by that law to be kept sufficiently in repair to make them "reasonably safe and convenient for travelers, with their horses and carriages, at all seasons of the year." The bill will be given a hearing in the very near future and interesting results are expected.

#### Bicycles as Baggage on Boats

Assemblyman Dooling, of New York City, is the father of a bill now before the state legislature at Albany, which, if passed, will compel all the Hudson river boats and craft in other waters under the jurisdiction of the state, to carry bicycles of passengers as baggage free of charge. The bill has been referred to the committee on commerce and navigation. Mr. Dooling believes that the passengers on steamboats and ferryboats should have the same privileges in this respect that they have on railroad trains.

Another bill pending before the New York legislature which does not meet the same hearty approval of the cyclists is one introduced by Assemblyman Fowler to prohibit the riding of bicycles on foot paths outside of the limits of any incorporated village, under penalty of \$25 fine. The measure is in conflict with the Collins law of 1899, in which riding on sidewalks is prohibited, but which specifically states that by "sidewalks" is not meant unimproved footpaths in village or country. The language is unequivocal and makes footpath riding legitimate.

Hoosier farmers complain that their horses are frightened by the sudden passing of bicycles on the country roads at night, so Representative Lawrence, of Albion, has intro-





WM. A. HOWELL.  
Second Vice-President.

duced a bill in the Indiana legislature requiring the use of lighted lamps on bicycles used at night on any of the public highways of the state.

John J. Corbett, of New Haven, Conn., rode his bicycle through a pool of vitriol solution, resulting from the breaking of a carboy of the stuff, one day last October, and was severely burned on face, hands and legs, and had his clothing and tires ruined by the corrosive acid. He has recently brought suit in common pleas court for \$150 damages against the trucking firm from whose wagon the flask had fallen.

#### Prizes for Cycling Stories

The publishers of the L. A. W. MAGAZINE have decided to distribute \$500 in cash prizes for the best three bicycle stories published in American daily papers within the next month. The offer is entirely free from "strings." No entrance or other fee is required, and any writer may enter the competition. The main requirement is that stories shall deal with the advantages and pleasures of bicycle riding. The first prize, \$250, will be given to the writer of the best story published in a daily paper in a city having more than 100,000 population, according to the census of 1900; the second prize, \$150, will go to the writer of the best story published in a daily paper in a city having a population between 25,000 and 100,000; and the third prize, \$100, will be given to the author of the best story published in a daily paper in a city having a small population than 25,000. A circular explaining the minor conditions of the competition can be secured by addressing the publishers of the L. A. W. MAGAZINE, Cleveland, O.

#### Good Roads Report by Director Dodge

Hon. Martin Dodge, director of the office of public road inquiries, of the Department of Agriculture, Washington, has just issued his annual report, dealing with the work of his office during the year 1900. Copies of the report can be secured by addressing the director, as above.

#### Important Trade Movements

Principal among the trade developments of February was the organization at Cleveland of the Automobile & Cycle Parts Co., with a capital stock of \$5,000,000. The gentlemen interested are A. L. Garford, M. B. Johnson, F. N. Smith, F. E. Lytle, J. D. Climo, Windsor T. White, F. H. Bourne and J. C. Hill, most of whom are well known in the cycle trade. The new concern has purchased from the American Bicycle Company the following properties: The saddle factory at Elyria, O., formerly operated by the Garford Manufacturing Company; the saddle factory at Westboro, Mass., formerly operated by the Hunt Manufacturing Company; the steel stampings factory at Milwaukee, Wis., formerly operated by G. J. Smith & Sons; the steel stampings factory at Chicago, Ill., formerly operated by the George L. Thompson Company; the chain factory at Indianapolis, Ind., formerly operated by the Indianapolis Chain & Stamping Company; the ball company at Cleveland, formerly operated by the Cleveland Machine Screw Company; the pedal factory at Cleveland, formerly operated by the White Sewing Machine Company; the sheet steel factory at Chicago, Ill., formerly operated by Hart & Cooley. The business of the new company, as its name implies, will be the manufacture and sale of bicycle and motor vehicle parts.

#### Other Trade Topics

During February a successful cycle and motor show was held at Philadelphia, while during the latter part of January was held in Paris the annual Salon du Cycle, which was no less a splendid show than any of its predecessors. — Frank T. Fowler, a well known Chicago maker, has entered the mayoralty race in that city. On January 23, J. H. Thomas, a large manufacturer, died at his home in Springfield, O. Col. Geo. T. Perkins, of the B. F. Goodrich Company, Akron, O., has given that city the promise of a \$50,000 library. A receiver has been appointed for the March-Davis Cycle Company, of Chicago.

#### An Unusual Experiment

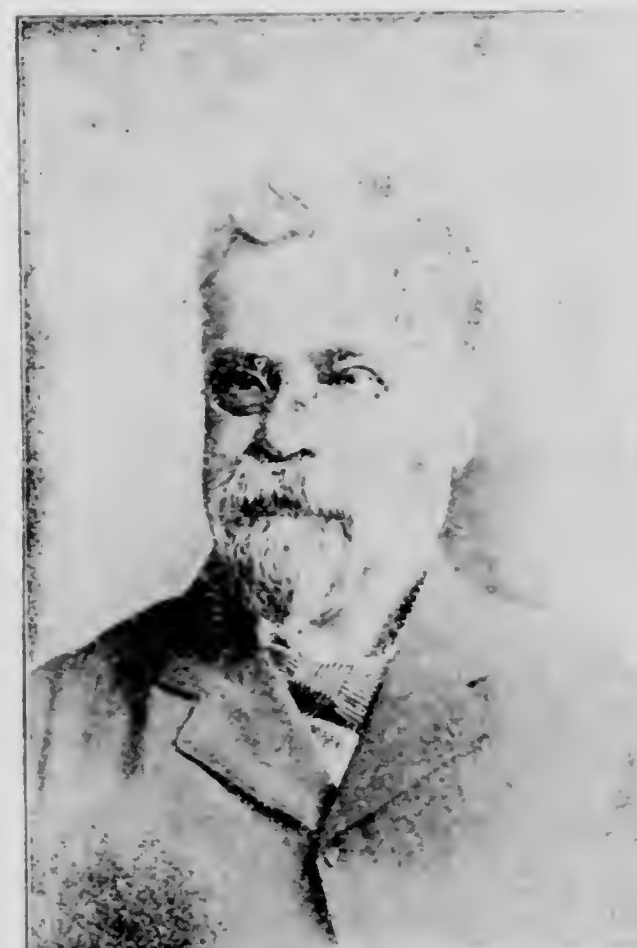
At Wesleyan College, Prof. W. O. Atwater has been conducting a series of experiments to determine the value of food products for certain kinds of work. The last experiment was with a cyclist, who for eight days was engaged in riding a bicycle about twelve hours a day, the bicycle being attached to a dynamo for measuring the amount of muscular work done. The subject did not ride at a regular pace, but sprinted at times, then rode steady and again at a racing clip for minutes at a stretch. The calorimeter is so accurately poised that every movement of the subject was noticed by the observers outside by the movement of the pencil on

the diagram. While he was unable to tell how fast he was riding, the record shows that all home training records were broken again and again. One object of the experiment was to find the relation between muscular activity and the consumption of food and body material and the transformation of energy in the body. Another object was to compare the efficiency of fats and carbohydrates for supplying the needs of the body in times of hard muscular work. To this end the diet during four days contained large quantities of carbohydrates—sugar and starch—which in the last four days were replaced by fats in fat meat, butter and the like. The experiment was very successful and promises results of decided interest, but some weeks will be required for completing the analyses and calculations.

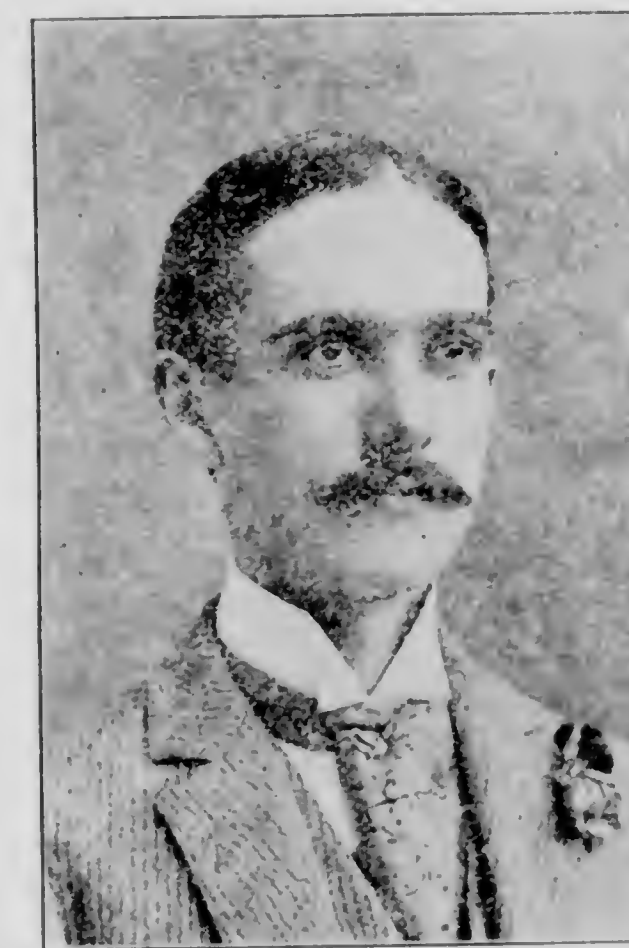
weekly meets are being run, as is also the case at Fresno, Cal., where Jack Prince recently opened a new velodrome. Cooper, Kiser, Nelson, Lake and McFarland are the leading riders now at work. Lake recently turned professional, and is giving a good account of himself.

#### N. C. A. Annual Meeting

When the National Cycling Association held its annual meeting in New York, early in February, the treasurer reported a most successful season financially and stated the bank balance to be \$2,155.89. The old officers and boards were re-elected, with the exception of the vice-president, Geo. M. Hendee, of Springfield, being chosen for that position. Several tracks were admitted to membership,



ABBOT BASSETT,  
Secretary.



J. C. TATTERSALL,  
Re-elected Treasurer.

#### In the Racing World

During the month the Cycling Gazette published its annual compilation of the places won and points scored by American racing men during the preceding year. The figures gave first place among individual performers to Orlando L. Stevens, whose points number 123. Iver G. Lawson ranked second. Cooper and Stevens were the leading winners in team races, while Chapman and Iver Lawson were the leading performers in tandem events. The records of the first ten individual winners were given as follows:

Rank—Rider.	1	2	3	Pts.
1—Stevens, O. L.	23	13	5	123
2—Lawson, Iver G.	20	18	2	118
3—Fisher, Jno. T.	18	18	6	114
4—Nelson, Jno. A.	24	8	1	113
5—Freeman, H. B.	14	20	5	101
6—Kramer, F. L.	16	7	7	85
7—Lawson, Gus	12	10	6	74
8—Vaughn, W. B.	12	11	3	73
9—McEachern, A.	13	8	1	69
10—Eaton, Jay	9	12	8	63

Active work on the track is now confined to Pacific Coast territory. At Los Angeles

and it was decided to penalize promoters who subsidize amateurs. The suspension of Orlando L. Stevens and Jay Eaton was made permanent. Following the Association meeting the Board of Control held a session, at which the principal business was as follows: It was decided to establish unpaced championships at 25, 50 and 100 miles for both amateurs and professionals. It was voted that if satisfactory arrangements can be made, a grand championship meet be conducted at the track, offering the best inducements. All the increased point professional championships will be contested, establishing champions at the various short distances. A middle distance professional paced championship of one hour's duration will take place on the track offering the best financial inducements to the riders and the governing body. Limited options on franchise rights were granted in Cleveland, Toledo, Dayton, Pittsburg, Rochester, and Syracuse. Unless the applicants fulfil certain conditions by March 15, they will forfeit the options granted.



## FROM DAY to DAY

JANUARY, 1901

14—Hippodrome closed after short, but successful, season—Paris.

16—Nelson 1, Kiser 2, in five-mile heat race—Los Angeles, Cal.

18—Pope branch burned—Washington, D. C.

19—F. L. Hughes' plant burned—Rochester, N. Y. W. A. Brady sued his partners in the six-day racing association—New York. Dubois 1, Caldwell 2, Chas. Turville 3, in 25-mile open—Boston.

23—J. H. Thomas, bicycle manufacturer, died—Springfield, O. Cooper 1, Lake 2, Lawson 3, in one-mile handicap—Los Angeles, Cal.

25—Salon du Cycle, French cycle show, opened—Paris.

26—Feb. 2—Cycle and motor show held—Philadelphia.

28—Supreme Court of Oregon declared state side path law to be unconstitutional—Salem, Ore.

FEBRUARY

4—The Automobile & Cycle Parts Co. organized with \$5,000,000 capital stock, by A. L. Garford and others, acquiring several factories formerly owned by the American Bicycle Company—Cleveland.

5—N. C. A. annual business meeting. Jay Eaton and Orlando Stevens were suspended for life for unfair dealing in cycle racing. Treasurer's report showed a balance of more than \$2,000. Old officers and boards re-elected, with the exception of vice-president, G. M. Hendee being chosen for that position—New York City.

9—Receiver appointed for the March-Davis Cycle Company—Chicago.

10—Jack Prince's velodrome opened—Fresno, Cal.

14—L. A. W. National Assembly held. H. S. Earle, G. S. Pennell, W. H. Howell and J. C. Tattersall elected president, first vice-president, second vice-president and treasurer, respectively. Buffalo chosen for the summer National meet. Secretary's salary placed at \$2,000—Philadelphia.

16—Clinton R. Coulter, formerly a racing man of prominence, killed in a Nevada railroad wreck, while en route east from San Francisco.

### A Unique Circular

A Brooklyn, N. Y., cycle repairer uses the following unique circular to advertise his business:

"If your cycle is sick, in the tantrums, or its internal organs out of gear, call on Dr. Boettner, expert Cycleologist, who will diagnose the case and cure your mount.

"A graduated physician in constant attendance to aid all sick and distressed. License to practice is shown by L. A. W. diploma; is also an L. A. W. consul and authorized to receive your application or renewal. The medical department is fitted with everything for instant reinvigoration of your mount. The pharmacy contains only pure drugs. The surgery

is supplied with all modern appliances for speedy operations, such as building, repairing and amputating. Pure ozone hypodermically injected to inflate your mounts epidermis. All epidermal and intestinal wounds cured by our scientific process of engrafting. Cycle accessories for yourself and steed always on hand. For your inspection a schedule of charges for treatment, medical or surgical, hangs in office. Visits made to residence of the sick and patients removed to our hospital free of charge. No connection with other so-called Allopathic, Homeopathic, Cyclological or Christian Science doctors. Our treatment is Eclectic, founded on common sense, giving life not death to your mount. We are the oldest established cycle firm in Brooklyn, others have come and gone, we still are in it. Why?

1st.—Because we are satisfied with a fair margin of profit.

2nd.—A prompt delivery of work as promised.

3rd.—No Cure, No Pay which is but just, you don't pay for what you don't receive.

"Office hours from 8 a. m. to 9 p. m. Closed Sundays and holidays.

"Respectfully,

"G. A. BOETTNER,  
Cycle Doctor and Machinist.

"N. B.—Examinations and prescriptions in our clinic free."

### Gears on Chainless Cycles

Tradesmen and bicycle dealers generally will be interested in the following explanation of the method by which the gear of a chainless bicycle is determined. We are indebted to the Leland & Faulconer Manufacturing Company, Detroit, for the contribution:

A simple method for determining the gear of a chainless bicycle:

By substituting the number of teeth in each of the gears for their corresponding letters in the following equation, the exact gear of any bevel gear chainless can be easily obtained.

$$\text{Equation: } X = \frac{A}{B} \times \frac{C}{D} \times E$$

A and C equals numbers of teeth in the driving gears.

B and D equals number of teeth in the driven gears.

E equals diameter of bicycle wheel.

X equals the required gear of wheel.

Example—Suppose the bicycle to have a crank gear of 40 teeth (driver A), front gear on transmission shaft 15 teeth (driven B), rear gear on transmission shaft 23 teeth (driver C), and a hub gear of 20 teeth (driven D), with a wheel 28 inches in diameter. By substituting these figures for the letters, the above equation would then be:

$$\text{Equation: } X = \frac{40}{15} \times \frac{23}{20} \times 28$$

Multiplying 40x23x28 we have 25,760. Multiplying 15x20 we have 300. Dividing 25,760x300 we have 85 13-15. Then the required gear of the wheel is 85 13-15.

Note—The gear of wheel, as here applied, means the diameter of a wheel with a circumference equal to travel of the bicycle in one complete turn of crank.

## AWHEEL IN THE HEART OF OLD JAPAN\*

By T. PHILLIP TERRY

In the uncorrupted heart of old Japan, far from the contaminating influences of alien life, are found the true and primitive children of the land. Hospitable to a fault, exquisitely polite, supremely indifferent to money and the luxuries it might bring, they are the fractional parts of Utopia almost realized. In some of the quaint interior villages, to offer money to your host in ex-

five days' wage referred to above, he will doubtless tell you that he is a Christian, and will expect in return for this your hat, shoes, or even your wheel before you escape his importunities.

As you near the seaport towns after an Elysian spin through the gentle country and its shaded lanes, the tinge of foreign influence grates more harshly upon you.



From Outing for October, 1900.

change for a simple but chivalrous hospitality extended during two restful days, is to call an expression to his oval face you are not likely to forget for weeks to come. Utopia capitulates to materialistic civilization, however, when you near the foreign towns. The innkeeper who has reluctantly accepted ten Japanese cents for supper, bed, breakfast, a refreshing bath, and a bit of innocent curiosity and good-will that has warmed the cockles of your heart, changes into the shameless rogue who charges you a silver yen to ferry you across a stream just too wide to leap, too deep to wade, and too swift to swim with safety. This varlet has been to the treaty port and seen the Gwaiko Kujin in all the wonder of his stranger clothes, and, in addition to the

\*From Outing, for October, 1900.

Bizarre scraps of European apparel appear in tawdry unseasonableness amidst the habiliments of the natives. A fuzless chimney-pot hat of the fashion of '61, a flowing kimono, and an ancient pair of well-ventilated rubber boots pulled over a sockless pair of feet, enhance the dubious beauty of a pilgrim who divides the roadway with me a few miles out of Kobe, and this is not the only jarring note in the otherwise pleasing landscape.

Kobe and its neighborhood are a veritable happy hunting ground for lovers of the wheel. The settlement streets are irreproachable, while ridable country roads radiate toward sequestered shrines, fairy glens, pebbly beach roads, and circling mountain paths, where superb sea views, that bring involuntary exclamations of



delight to the lips, are constantly obtained.

As in Yokohama, many of the foreign bungalows are perched on the background of hills beyond the town. The local women cyclists do not take kindly to these inclines; and native coolies, with a rope secured to the steering-head, or a forked stick braced against the saddle post from behind, help the fair riders over the sharper grades.

While pedaling along the almost deserted Tokaido, robbed of its former traffic by the glistening line of rails that skirt the base of yonder hills, one's thoughts irresistibly gravitate to the halcyon days before the Restoration, and dwell upon the scenes of life and color this now neglected highway must then have presented. Legitimate relics of the now historical Shogunate arrest the attention on every hand. In days gone by this splendid avenue of cryptomerias, casting their grateful shadows upon the solitary cyclist, harbored many a merry cavalcade on its northward march. Neglected Shinto shrines before which many a feudal lord has bent a reverential knee; Buddhist inscriptions carved on wayside stones; time-stained torii, deserted temples, barbacaned fortresses, and castellated walls, still attest the now forgotten grandeur of those preempiric days.

When, in the seventeenth century, the Japanese capital, to better assure the peace of Northern Japan, was shifted from the ancient city of Kyoto to Yeddo, at the head of Tokyo Bay, gorgeous Daimyo trains with a clattering retinue of truculent henchmen repaired thither twice yearly from the southern provinces to pay tribute of respect to the Shogun conqueror. Then the little wayside honjin, which now provides the dusty cyclist a meagre repast of rice and tea, was a lordly shelter, filled with warrior princes and their glittering trains. Satsuma noblemen in all the bravery of feudal attire; swashbuckler attendants with pennanted lances and two double-edged swords; star-eyed musmees, palanquin bearers, and the rag-tag and bobtailed ever clinging for safety to the skirts of their formidable lords, drank and caroused at these wayside inns.

Then all was excitement and color. The tea-houses rang with boisterous merriment. The smiling geisha danced to the tinkling notes of the omnipresent samisen; the children leaped, shouted, danced with glee; and dainty, winsome Omiya San—she of the wonderful hair and many wimpling pins—a dash of crimson flame on her kissable lips and the love-light shining from her sloe-black eyes, gazed longingly after the shimmering cavalcade as it wound slowly northward on its princely way.

Many a living samurai still remembers the mellow sunset flamings of those golden Shogun days.

To any brother cyclist who may chance this way, I can recommend no more fitting finale to a summer day spin, along this Arcadian causeway than to sit, sartorially, upon a cool, straw mat beneath the friendly shelter of a wayside inn, and, across a steaming pot of aromatic tea, surrounded by a wondering circle of silent forms, list to the tales which these old samurai will tell. Stories through which pulse the heart

and life of the real Japan, peopled by figures in coats of mail, and vibrating with the rhetoric and pathos of the Eastern world.

These old samurai will also tell you how, when Commodore Perry sailed up the bay and imperiously knocked at the fluttering heart of old Japan, the people, dazed from excitement and awe, ran for miles to climb the ramparts of the hills, and trees, and even the temple-tops, to gaze in wonderment at the flagship swinging lazily at anchor in the azure bay. Signal fires flashed from hill to hill; the news fled with mercurial swiftness along the coastal towns, through the distant vales, and even to the sandy shores of the Japan Sea, until all Nippon stood, like the last of the Aztecs on their teocallitops, gazing at the Western key that was to unlock the treasure casket of the Eastern world, and rescue Japan from feudalism, internecine war, imperial rebellion, and social and commercial oblivion.

#### The First Real Bicycle

Frank H. Vizetelly, in St. Nicholas, tells "The Story of the Wheel." After describing the draisine, which came into use in 1816 and was named after its inventor, Mr. Vizetelly says:

In 1818 Dennis Johnson, an English coach-maker, made the draisine lighter and provided it with an elbow and body rest, decidedly improving the vehicle. Further changes made by Louis Gompertz, in 1821, enabled the rider to propel this vehicle with his hands, but he still had to keep himself upright by the use of his feet and legs. A cogged wheel fixed to the side of the front hub and a gearing moved by a lever were the means of driving the wheel, and the lever also did service as a steering bar.

So popular did the draisine become that forms of it continued in use until 1855, but the later form was built of iron instead of wood. This change was brought about by an English contractor named Knight, who was so pleased by the new way of traveling while visiting the continent that he thought of using the cheaper iron of his own country for making the draisine. Shortly after it came to England this machine was changed from the crude and heavy wheel of Baron Drais von Sauerbron. It became a light, elegant and reliable machine, capable of being skillfully ridden.

The Minneapolis court has decided that the bicycle rider who travels along street car tracks is guilty of negligence and cannot collect for damages sustained by reason of being run down by a car. The Pennsylvania court, some time ago, made a similar decision, which was published in these columns. The duty of bicycle riders to keep away from street car tracks is, therefore, apparent.

"What sort of a book would you like to have?" asked the prison librarian of the gentleman who had completed only six weeks' of his twelve months' sentence for bicycle stealing. "Got any catalogues of 1901 bicycles?" was the returning and answering question.

A horse should be ridden when fresh—a bicycle when tired.

## SPORTS THAT INTEREST LEAGUE MEMBERS

### Among the Golfers

There are 1,037 golf courses in the United States, showing an increase of more than 100 during the year of 1900, according to statistics compiled by Harper's Golf Guide for 1901. New York still holds her pre-eminence with a total of 164 clubs, although the increase was only eleven. Massachusetts, on the other hand, is a close second for state honors, possessing 158 clubs now, as against 114 a year ago. The gain has been correspondingly marked in other parts of New England, Connecticut ranking next to the Bay State with 60 clubs, having gained 13; New Hampshire has 43, Maine 34, Rhode Island 26 and Vermont 20. Pennsylvania has lost five, there being 75 in that state now, while New Jersey has lost the same number, 62 being now in existence there. The south has remained practically stationary. Increased gains are noticeable throughout the west. Illinois leads with 56 clubs, Wisconsin has 28, Michigan 29, Iowa 20 and Indiana 16. Montana has grown from one club to five, while Idaho and the Indian Territory claim one each.

#### TO COMPETE IN SCOTLAND

Like "carrying coals to Newcastle" is the movement toward sending a team of American golfers to compete in the amateur championships of Great Britain, which is reported to be progressing quietly. Both the British amateur and the open championships will be held this summer in Scotland, where the game of golf originated, the former to be decided at St. Andrews on May 7 and the latter at Muirhead, probably one month later. The early date set for the amateur championship will make it possible for any of our amateurs to return from the St. Andrews meeting in time to compete in the championship at home. A New York amateur has been corresponding with the men he would like to see in such a team, and if the replies received are favorable to the plan he will bring the subject up at the annual meeting of the United States Golf Association this month.

To send to St. Andrews a team of amateurs who learned to play golf in this country will be an easy, practical and satisfactory way of settling the talk that has cropped up at different times as to the chances an American team would have in Scotland or England. It is realized that to go to the stronghold of golf is quite different from taking men to Canada, but, while an American team would not expect the success abroad that was met with over the border, it is thought that the golfers would be as successful as our

cricket teams were on their early trips through Great Britain. The experience would repay the visitors in an improved game, whether they won or lost. Should the U. S. G. A. refuse to father the project the chances are that the team will go over on its own account.

#### AN OFFICIAL GOLF BALL?

From Chicago reports have come of an agitation for an official golf ball, which leads the Brooklyn Eagle to say: "Maybe it is simply the advertising dodge of some smart ball manufacturer, who would not object to having a United States Golf Association edit that all golfers must play with his particular sphere."

Doubtless there has been much unfounded enthusiasm on the part of players about their favorite golf balls, just as was true in the earlier days of cycling about particular makes of wheels. A dealer in golf goods was quoted last year as saying: "The golfing public get fooled sometimes, the same as other people. Here's a list of balls retailing all the way from \$3.50 to \$5 a dozen—all made of the same material and at the same factory, but marked by different houses, each using a different trade mark. Not many golfers can select balls by their appearance, not yet by their playing qualities."

John Reid, late president of the St. Andrew's Golf Club, of New York, said at one time in an interview in the New York Sun: "I am inclined to think that too much importance is attached to the size and markings of golf balls, by many players. Any golf ball that measures about 1 3/4 inches in diameter, made by a first class firm, will satisfy me. The size markings, 27, 27 1/2, and so forth, refer to pennyweights in the old balls made of leather, stuffed with feathers, used before Gutta-percha balls were invented. The size of the leather was about equal to the present 26 ball, I am told. One of the best amateurs I met in Scotland always told me to use a 28 ball, yet the famous Allan Robertson always used a 26 Gutta-percha. My son John, Jr., who stands high among the amateurs here, prefers a small ball, about 27. I have often seen men almost in tears because a supply of their favorite ball could not be had, but who, after being forced to start out with a new brand, have made the best score of their lives."

Said an English golf enthusiast: "In my country the people are conservative by nature, and, having become accustomed to a particular golf ball or make of clubs, it is hard to get a player to make a change. It is really difficult to introduce a new make of goods, for this reason. If a new golf ball should be brought out, actually as good



as any now in use but costing only one-fourth as much, it would be slow in getting a trial, simply because it was new. All of this, of course, doesn't prove that the balls which have been longest in the market and have become most widely known, are better than other and newer makes. I have seen some American golf clubs that cannot be equalled by the best makers in my own country, and I do not see why your people should not succeed as well in making balls as they have with clubs. Certainly the disposition of the American public to try new things ought to make it easier here than in England to bring out new brands."

From all the foregoing it would appear that probably there is no such thing as the best golf ball, and that the designation of an "official" ball would result simply in giving prominence to an article no better than many of its competitors. As the Brooklyn Eagle says, "a cast iron standard is only needed in sport in which two or more contestants have to use the same implements of play, the idea being to avoid any advantage that would accrue against one player if he were required to perform with the paraphernalia selected by his opponents." But in golf, each player selects his own ball.

"The west will continue its war over the matter, maybe," says the Eagle, "and the cause of the war is the new ball of almost pure rubber, that can be driven 'a hundred yards further than the ordinary Gutta-percha,' to quote one over enthusiastic authority. This ball has been seen here in the east, and no driving records have yet been broken, while on the putting green one might as well try to control the antics of a soap bubble in a two reef breeze, the affair being so lively that it prefers to bounce along rather than roll."

#### A RANKING COMMITTEE

The appointment of a committee to officially rank golf players, as is done in the National Lawn Tennis Association, is suggested by Caspar Whitney in Outing as a desirable innovation which the golf association might make. He points out that while the lives of the committee might be made miserable by the disputes over precedence that would arise, self-sacrifice is a noble attribute and that an official annual ranking would have rather a salutary influence on the game, giving incentive for recognition to a long list of second raters and supplying a stimulus to consistent play among the leading half dozen or so.

But, perhaps, the best influence of this ranking would be in hastening organization on geographical lines, so that the series of sectional championships would be complete and dependable. Some of the sectional champions would, no doubt, enter the association championship and could be considered in the national ranking. Perhaps this might lead, also to a solution of that vexing problem as to the restriction of entries for the association championship. Once get the sectional organization scheme under way, and it will go on by its own motive power, and settle many troublous questions.

On their work in 1900 it is easy to place the first three men—Walter J. Travis (cham-

pion), Findlay S. Douglas and R. C. Watson, Jr.; but the others, Whitney bunches as follows, making no attempt to place these precisely in the order to which their season's work entitles them: Herbert M. Harriman, A. G. Lockwood, C. M. Hamilton, John Reid, Jr.; Charles Hitchcock, Jr.; H. B. Hollins, Jr.; C. H. Seeley, E. M. Byers, Allan Kennady, T. M. Robertson, John Stuart, J. G. Averill, Percy Pyne, second; A. D. Cochran, William Waller, Thompson (Chicago) and Wm. McCawley.

So, too, with the women, there might be a classification, if not a ranking. Those of 1900 whose work was most prominent are: Miss Frances Griscom (champion), Miss Margaret Curtis, Miss Beatrix Hoyt, Miss Terry, Miss Genevieve Hecker, Mrs. A. D. Cochran, Mrs. E. H. Manice, Miss Bessie Howe, Miss Grace B. Keyes, Miss Bessie C. Anthony, Mrs. Charles S. Brown, Mrs. William Shippen, Miss Ruth Underhill, Mrs. Fellows Morgan, Miss Elsa Hurlburt and Miss Maud K. Wetmore.

#### PLAYERS MORE EXPERT NOW

Golf clubs are now made in well-understood patterns, the differences being only in weight, depth or length of face, or in the choice of materials. In a general way the oddities in these days are furnished by the use of new material for a standard club, as in the aluminum putter, or the new treatment of an old material, shown in the gold or silver plating of iron clubs, according to the New York Sun. In a word, the clubs now are standard in design, for the time is past when players endeavored to improve their game by the invention of clubs of new shape and powers instead of building up the playing ability. With a general improvement in play the odd-shaped clubs have dropped out of sight, but they have left many entertaining memories behind.

The craze for new designs in clubs ran riot in England two or three years before it struck this country. It may be regarded as one of the preliminary stages of acquiring facility at golf, common to all nations that become thoroughly possessed with the golfing fever. The best players in Great Britain and America are now practically of one mind in the choice of club heads, however they may differ in opinion over the length and suppleness of shaft, and in grip, stance and swing.

In 1896-7 the inventors were at the task of improving the irons and putters. In most instances the iron clubs were only changed by having the angle of the face altered to suit the individual or else the shafts were made short or long. In instances the club heads were weighted with balls of lead and to roughen the face so as to give a better holding surface, was also common. These customs are in vogue now in some cases, but the freak ideas are not so extreme as they used to be.

Freak clubs and methods for a long time were rampant in putting. Some putted with little croquet mallets, used with one hand while others had two-handed clubs that they swung like the pendulum of a clock. There are still as many styles in putting as there are players, the only test being the ability to get the ball into the hole from any part of the green in two strokes.

## Base Ball Situation

The developments of the month have given the L. A. W. MAGAZINE no reason to alter its opinion that the American Association will never play a game, for that flimsy organization is no nearer actual existence than it was thirty days ago, whereas the American League is now firmly ensconced in all the new territory recently invaded, while the National League has come to the conclusion that it has enough to do to protect its own interests without assuming the additional burden of fathering the interests of a body that was conceived only as a war measure. Thus, if the American Association operates at all, it will do so on the money of the misguided men to whom the National League has assigned almost worthless territory, and it is hard to believe that any experienced

leagues, is no less involved than it was a month since. It has been said that the dove of peace will alight among the national game magnates before the season of 1901 actually starts, but at this time that prospect is by no means rosy. The American League has assumed a position of independence from which it cannot well retire without loss of prestige, and as prestige is a valuable asset in base ball just at this time, the L. A. W. MAGAZINE looks for no compromise. The American League is backed by men of wealth and acumen. It has a proud record. It has players and plants, and its future is particularly encouraging. These points considered, the American League will do well to hoe its own row, and to depend upon merit to win.

#### TWO LEAGUE MEETINGS

Since our last issue, the Eastern and the American leagues have held their annual business meetings. In the former body, a change in circuit occurred, Springfield, Miss., be-



FOREST LAWN PATH.  
Along Lake Ontario.

base ball man will invest money in a proposition that is so barren of promise as is the American Association.

During the month, the Players' Protective Association met at Cleveland and decided to insist upon its terms being met by the National League, and in failure thereof to desert National League clubs and managers and seek employment elsewhere, most evidently in the American League. Since then peace measures have been proposed, and it now appears that the players will get all they desire from the National League, and that most of them will again be seen in the uniforms that they have worn in the past. In exception to this, comes the information from reliable sources that, because of National League delay in attending to the players' wants, a number of National League stars have already signed American League contracts, and when we consider that the American League has wholly abandoned National League co-operation, and is now operating as an independent national body it is hard to imagine that the American will permit these players to go back to their old fields without a legal battle. Thus the base ball situation, as regards the relations existing between the National and the American

ing dropped and Buffalo being admitted. Buffalo was previously dropped from the American League circuit, and the Pan-American city was considered too promising a field to be left out of the Eastern League, in which it once before held place. President Powers was re-elected, the schedule will call for 126 or 140 games, and each club deposited a \$500 forfeit as evidence of its intention to live up to its duties of the year.

At the American League meeting in Chicago the principal business transacted was as follows:

A constitution was adopted. The election of Ban Johnson as president, secretary and treasurer was confirmed and C. W. Somers was elected vice-president.

The circuit was finally determined to include Baltimore, Washington, Philadelphia and Boston in the east, and Chicago, Cleveland, Detroit and Milwaukee in the west.

Each club was limited to 14 players and allowed a short time to turn over to President Johnson as trustee the lease of each ground and 51 per cent of the capital stock.

A committee was appointed to draft playing rules to be reported at the schedule meeting in March. Messrs. McGraw, Comiskey and Mack—all players themselves—constitute this



committee, and no radical changes are expected.

The board of directors was named to consist of Baltimore, Washington, Chicago and Milwaukee.

A contract with players was adopted, the feature of which was the omission of a reserve clause and the adoption of a three, four and five year term of service as the player may elect. In addition the contract provides that the signer shall not be sold, traded or "farmed" without his consent.

The schedule is to provide for 140 games.

### HARMONY AT PITTSBURG

Internal difficulties in the Pittsburg National League Club has been adjusted by the sale of the stock to W. K. Schoepf, general manager of the Consolidated Traction Company; Barney Dreyfuss, now president of the club; O. S. Hershman, manager of the Pittsburg Press; Harry P. C. Pulliam, now secretary of the Pittsburg team, and an attorney of New Jersey, who is needed to comply with the laws of the state under which the charter was granted.

This sale is particularly gratifying to Pittsburg patrons of the sport, inasmuch as the fight among the old stockholders threatened to leave an opening in that city for the American League, if it did not also cause the home team to lose its chance of being a pennant probability.

### AMERICAN LEAGUE AVERAGES

For diplomatic reasons the averages of American League players were withheld from the public by President Johnson until the middle of February. Having broken away from the National League, the American did not care to promulgate the records of its players' work until it had signed for 1901 all the men it desired to retain, and having done this President Johnson publishes the figures with no fear that the National League will invade American League ranks and take away the leading performers. The American figures are most exhaustive, and go to show good work on the part of official scorers as well as careful compilation by the president.

In team batting, Kansas City leads with a percentage of .274, while Detroit is second, Milwaukee third, Minneapolis fourth, Buffalo fifth, Indianapolis sixth, Cleveland seventh, and Chicago, the pennant winning aggregation, eighth and last. In team fielding, Milwaukee leads with a percentage of .947, Chicago being second, Cleveland third, Detroit fourth, Kansas City fifth, Buffalo sixth, Minneapolis seventh and Indianapolis eighth.

The batting records of the leading 25 hitters are given herewith:

Rank.	Player and Club.	Games	A.	B.	Runs	IB	T.	B.	S.	H.	S.	F.	Average
1	Ganzel, K. C....	22	92	15	36	52	4	4	4	391			
2	Yeager, Mil....	25	80	16	31	40	1	2	2	287			
3	Beulow, Cleve...	31	130	24	46	69	1	2	2	353			
4	Foreman, Buf...	18	50	9	17	23	2	1	1	340			
5	Dungan, K. C...	117	469	63	158	203	5	6	6	337			
6	Atherton, Buf...	49	193	38	65	103	4	7	7	336			
7	Harley, Det....	123	486	77	158	181	15	47	47	324			
8	Pickering, Cleve	140	599	117	194	231	9	13	13	324			
9	Geler, Ind.....	80	326	39	105	132	7	14	14	322			
10	Hemphill, K.C.	131	517	113	165	213	4	26	26	319			
11	Werden, Minn...	127	511	64	161	239	4	13	13	315			

12—Anderson, Mil...	134	542	94	163	226	3	63	309
—Magoon, Ind...	120	449	81	130	175	20	36	309
—Killingman, K.C.	41	155	18	43	52	7	5	309
15—Wood, Chi....	35	127	15	39	53	2	3	307
16—Seybold, Ind...	115	444	72	135	200	7	7	304
17—LaChance, Clv...	116	457	60	133	181	4	29	302
18—Harvey, Minn...	51	193	33	63	75	1	5	300
—Hartsel, Ind...	104	406	86	122	173	8	31	300
20—Fultz, Mil....	114	430	85	128	181	16	36	298
—O'Brien, K.C...	140	573	81	171	228	19	26	298
—Powers, Ind...	110	416	42	124	148	18	0	298
—Gettman, Buf...	121	516	82	154	210	7	35	298
24—Waldron, Mil...	139	579	92	170	214	23	34	293
—Genins, Cleve...	140	566	84	166	202	22	21	293

Waddell, of Milwaukee, was the leading winning pitcher. He pitched in fourteen games, nine of which were victories, three defeats and two drawn contests. Patterson, of Chicago, is second, and Miller, of Detroit, third.

In individual fielding, the following are the leaders in their respective positions:

First baseman, Clark, Milwaukee, .1000 in 19 games; second baseman, Hallman, Buffalo, .963; shortstop, Broderick, Buffalo, .941; third baseman, Coughlin, Kansas City, .920; outfielders, McAleer, Cleveland, .982; Jones, Cleveland, .980; and Hoy, Chicago, .976; pitcher, Gardner, Indianapolis, .1000 in 20 games; catcher, Ryan, Detroit, .976.

(At the National League meeting in New York this week, the American Association was disbanded and the players' demands were granted. This action is precisely along the line suggested in this journal.—Ed.)

## Tennis Assembly

The delegates to the annual meeting of the National Lawn Tennis Association held a session at the Hotel Waldorf in New York on the night of February 7 that lasted until midnight. The constitution was amended to make the executive committee of the association include seven members in addition to the four officers. All of the old members were re-elected and Champion M. D. Whitman and R. D. Little were added to their number as members of the committee. As now constituted, according to reports by the New York Sun, the board is as follows:

President, Dr. James Dwight, Boston; vice-president, J. S. Clarke, Philadelphia; treasurer, Richard Stevens, Hoboken; secretary, P. E. Presbrey, Boston. Executive committee—O. S. Campbell and R. D. Wrenn, New York; W. A. Larned, Summit, N. J.; M. D. Whitman, Boston; D. F. Davis, St. Louis; J. P. Gardner, Chicago; R. D. Little, Princeton and the officers.

Two points in the playing rules of the game were brought up and each caused prolonged discussion. The rule governing the position of the server, generally known as the "foot fault" rule, was amended only as to the technical wording, although two new rules were suggested to take its place. One calling for the back foot of the server to remain on the ground until after the service is delivered, and agreeing in other details with the English law, was advocated by a strong contingent, but it was decided to appoint a committee to confer with an English committee for the purpose of agreeing on an international rule that could be adopted next year, both here and abroad.

The complaints of the Englishmen regarding the American custom of resting between sets was taken into consideration and hereafter only one rest of seven minutes will be allowed in a match. As this is placed after the third set, the playing of all except the best three in five set matches will be without intermission.

The official ranking of the leading players for last season was severely criticized, but the protests were not pushed. The report of the committee was adopted as read. It was decided, however, that a different system should be used next season in preparing the ranking.

The treasurer's report showed a net income of \$528 for the year, and the usual appropriations were made. The same official ball, official guide, and official organ were adopted as last year, and the usual assignment of championship dates was made, although the full schedule for the season will not be arranged until next month.

## Sportsmen Convene

An all-day session of the delegates to the convention of the League of American Sportsmen was held in New York City on February 13, at which the delegates told of the progress that is being made in the protection of game in all parts of the United States. Twenty state divisions were represented by delegates and one member came all the way from Alaska. The report of President G. O. Shields showed that the membership had more than doubled since a year ago, having increased from 2,327 to 5,110, and that there are thirty-five state divisions today as compared with nineteen a year ago; also that the number of game wardens has grown with the scope of the work from 82 to 122. Three governors and seven congressmen are included among the new members enrolled during the year, while Theodore Roosevelt and Levi P. Morton, of New York state, are the most prominent new members.

The officers of the League of American Sportsmen are as follows: President, G. O. Shields, New York; vice-presidents, Ernest Seton-Thompson, New York; W. T. Hornaday, New York; T. S. Palmer, Washington; A. A. Anderson, Boston, and W. A. Richards, Wyoming; secretary, Arthur F. Rice, Passaic, N. J.; treasurer, F. S. Hyatt, New York.

The principal object of the league is to secure the protection of American game birds, animals and fish, for which purpose game wardens are appointed by the state divisions to see that the protection laws are enforced.

Reports of the delegates showed that through the work of the League the killing of song and insectivorous birds has been greatly restricted, while other delegates reported that the wanton killing of game has aroused public sentiment and led to the enactment of better laws. Several resolutions were framed for presentation to state legislatures urging the enforcement of existing laws or the enactment of new laws for game protection.

A resolution asking that all government

forest reserves be made game preserves was drawn up and will be addressed to the Secretary of State and the Department of the Interior at Washington.

## Among Oarsmen

### THE YALE-HARVARD RACES

It was decided at a recent conference of the captains and managers of the Yale and Harvard crews that the annual rowing contests shall be held at New London on June 27, the Thursday following the Harvard commencement. They will be rowed in the following order: 'Varsity four-oar, freshman eight-oar and the 'varsity eight-oar. The freshman and four-oared races will be over a two-mile course, the 'varsity eight-oar over a four-mile course.

It was decided that neither Harvard nor Yale would enter the intercollegiate boat race at Poughkeepsie, and that they would not take a third college into the races at New London for at least another year.

### ENGLISH OARSMEN COMING HERE

The board of stewards of the Intercollegiate Rowing Association has been secretly negotiating for some time through R. C. Cornell, of New York City, who was once famous as a Columbia college oarsman, and Rudolph C. Lehmann, the famous stroke oar of the crew of Cambridge university in England, with the object of inducing either Cambridge or Oxford to send a university crew to row against Cornell, Pennsylvania, Columbia and Wisconsin at Poughkeepsie on July 3. Whether the visiting team will be the Oxford or Cambridge crew will be decided by the annual boat race on the Thames, the winning crew of which will have ample time to train for the regatta at Poughkeepsie. If the Englishmen accept the challenge they will visit America as guests of the board of stewards of the Intercollegiate Rowing Association. Beside competing in the big regatta at Poughkeepsie, the Englishmen will be invited to visit Cornell, Pennsylvania and Columbia colleges, where extensive preparations will be made for their entertainment.

### AN AMERICAN HENLEY

An American Henley is now practically assured as a result of some quiet planning and work of some of Boston's best known rowing men, aided by Walter Camp, in New York, and other cities. The plans contemplate inviting the larger athletic clubs, such as the New York A. C., the Boston A. A., and rowing colleges, such as Harvard, Yale, Cornell and Pennsylvania, and rowing clubs like the Union Boat Club, of Boston, and the Philadelphia Barge Club, to come into an association and send entries to compete in a week's racing to be held over the Thames course at New London, toward the end of June, at the same time as the annual Harvard-Yale contests. It is not intended that the new organization shall antagonize the National Association of Amateur Oarsmen nor interfere with the open regattas now held all over the country.



## Paragraphs from the Past

Events of Other Days  
As Related When They Occurred

### THE FIRST POORMAN

The Poorman handicap road race was run according to schedule on the morning of July 4. Of the twenty-five entries only thirteen started. Among those who failed to come to the scratch was the great and only Van Wagoner. If he had not so frequently reiterated his intention of sitting, nothing would have been thought of it, but under the present circumstances—comment is unnecessary. The weather and the condition of the road were all favorable.

The following is the order in which the contestants finished: Robert O. Baumann Dayton, O., handicap 12m., safety, actual time 1:09:14 3-5; "Teddy" Allsup, Cincinnati, 8m., ordinary, 1:07:59; C. H. Metz, Highlandville, Mass., 8m., 30s., safety, 1:09:15; H. M. Firth, Newport, Ky., 12m., ordinary, 1:13:17; Chas. Aszman, Cincinnati, 8m., 30s., ordinary, 1:10:20 2-5; C. T. Collings, Cleveland, O., 6m., safety, 1:10:28; N. H. Van Sicklen, Chicago, scratch, ordinary, 1:04:40 2-5; Chas. Roth, Cincinnati, 8m., ordinary, 1:11:40 2-5; Al. Arnot, Cincinnati, 12m., safety, 1:16:42 3-5; Andrew Hanauer, Covington, Ky., 8m., ordinary, 1:15:14; Ed Croninger, Covington, Ky., 7m., 30s., ordinary, 1:15:43 4-5; Geo. K. Barrett, Chicago, scratch, safety, 1:13:53 4-5.

Van Sicklen took the time medal. Baumann, Allsup, Metz and Firth took the Warwick, Union, Jewel and Giant safeties in the order named. Firth broke his handle bar when he was six miles from the start, but nevertheless succeeded in getting fourth place.

When within three miles of the finish J. E. Miley, of Lockland, O., was kicked from his wheel by a frightened horse and so seriously injured that he could ride no further.

The length of the course is 17.2 miles.

The Crescents are elated over the performance of their Captain "Teddy."

The event was so successful and stirred up so much enthusiasm that Mr. Poorman has decided to make it an annual event.—L. A. W. Bulletin, July 11, 1890.

### AN IMPORTANT EVENT IN CYCLEDOM

One of the most interesting things in cycling circles (not circling cycles) is the recently discovered fact that Abbot Bassett has got a pair of gloves, and what is still more remarkable he is wearing them. This might seem to be a small matter, but that is because you don't know Bassett. When the Pope Manufacturing Company made a picture of the secretary mounted on a tandem and wearing gloves it was considered among wheelmen as a very good joke, until they observed that cuffs were also pictured, when it at once took on the appearance of something more than a joke. On seeing that his shoes were represented as being blacked his friends knew at once that the lithograph must have been made without Bassett's consent, for there is nothing hypocritical about

the man who takes our dollar and puts his autograph on our tickets (with a rubber stamp). "And that reminds me." One day last summer, or the summer before, or possibly three years ago, we started out to take a train on which we were to meet "the Bassetts" and proceed with them to a "feed" which was being given to a number of hungry families by a philanthropic member of the wheeling contingent.

Mrs. E. discovered while we were walking to the depot that my shoes were decidedly unblackened, of course it was the fault of my valet, but not wishing to mar the harmony of the occasion I said "Well, that's too bad, but never mind, I'll bet Bassett's shoes will be in the same condition," whereupon I was taken at my word and the "bet" was put in the tangible form of one dollar. At the investigation I claimed a foul on the ground that by appearance it was more than an even chance that the shoes had not been blacked.

W. W. Stall (of Odd Fellows' Hall) was chosen referee and he decided, after a careful examination that the toes had been blacked, but inasmuch as the heels hadn't he ruled that I should pay one-half to the complainant and the other half to the referee. The case is still undecided, and now that Davol has resigned it may remain so. I don't know just what Bassett's amateur status is in the League, but he certainly is not a professional bootblack.

While I was acting as recording angel for the League Meet at Niagara, I neglected to say that when we visited the rapids and were standing awed and as near silent as such a crowd can be, looking up at the massive height of rocks on either side, and feeling as small as such a sight could make us, Brother Bassett, who has read everything from the Koran to "hickelty, pickelty, by black hen," raised his eyes and also his hand. (He didn't bend his elbow, thus making such a raise still more noticeable.) He straightened up, and trying hard to look like his photograph, said: "Gentlemen, thirty-five years ago the falls were right here." We smiled. We had smiled before at his expense, both literally and figuratively, but not so loud as this time. He assumed a painfully thoughtful expression for a minute, and then said: "It might have been thirty-five million years ago, for I am sure that it was thirty-five something."

The League has many things to be proud of, not the least of which is its Secretary. Moral—Now is the time to join the League.

P.S.—I nearly forgot to say that Bassett's new gloves were made to order by Mr. Updegraff of Hagerstown. I trust that he may see his way clear to make a similar pair for me in exchange for this notice, even if I have to give one of them to the editor to get it printed.—Sterling Elliott in L. A. W. Bulletin, April 17, 1891.

At the recent slow race in Chicago, a new rule was employed, reading thus: "Every time a stand still is made the rider shall be penalized one inch." The winner was an adept at the standstill feat, and sed it to win. The rule was a poor one.—L. A. W. Bulletin, January 23, 1885.

## PARADISE LOST IN THE ALPS

By JAMES H. SHIPLEY

We had been climbing for one whole weary hour the steep ascent to Trient, on the Alpine road from Chamouix in Haute Savoie to Martigny in Switzerland. We were thoroughly resigned to this arduous task, for experience had taught us that where there's an up-grade, there's a compensating down-grade, and we would willingly have carried our wheels up the precipitous side of a cliff for the fun of coasting down on the other side. But in spite of this laudable resignation we were quite fatigued and winded and thirsty when we reached the summit, for it requires no small expenditure of energy to elevate to a height of 1,200 meters a body and forty pounds of bicycle that is continually and exasperatingly seeking the level of the valley. So we gladly sat down under the canopy that had been erected on the very tip of the mount and that commanded a most magnificent view of the quiet valley below, with its rock-anchored houses, and of the Glacier du Trient, 1,593 meters farther up on the left, and of the Col du Balme towering just ahead, an ideal spot for a musing nature lover, or one of poetic tendencies, but too enticing a nook for an ambitious bicycle tourist. The milk never tasted sweeter and the bread was never more nutritious, but we finally tore ourselves away from the comfortable willow chairs, the toothsome bread, the grand view and the entertaining Swiss girl, for the principal motive power of this resolute move was the anticipation of that glorious coast that was standing to our credit.

After crossing a level stretch of a quarter of a mile we came upon two American tourists, man and wife, who had just come up from Martigny. We had the drop on them and put the first question as to the roads ahead. "Too steep to ride down." There was a slump in the market. Our elevated stock dropped fifty points, and we began to perspire and became tired for the unpaid work that we had just finished. We rallied somewhat through the announcement to our friends that they would find equally steep and unrideable roads in their way. My stock continued to go up under the presence of a good hub brake and I was almost as high as before.

We started out bravely, for the descent was not very rapid at the beginning. Then it became worse and my friend after wearing the sole of each shoe half way to the foot, and burning his feet by continuous braking, desisted. I had been riding about ten minutes, brakes dead on, when I smelled oil. I descended from the saddle and saw smoke exuding from the rear hub. I touched the hub and thereafter carried a visible souvenir of the occasion for two weeks. I put my hand on the spokes; they were equally repulsive except at the rim. The two iron plates of the hub-brake, by their powerful friction, had generated sufficient heat to burn the oil out of the

hub. The hub was sprinkled with steel filings which the plates had ground from each other. My friend came up with an improvised adjustable brake which he had made from a forked branch and had placed between the rear fork and the tire to diminish the work of holding back his wheel while leading it. Then we had to submit to the indignity of walking down hill.

The telling of this incident has given us the reputation of professional liars. It is too bad that we did not have with us a person of unimpeachable character.

### Health and the Wheel

In concluding this series of articles, writes Dr. E. B. Turner, in the Cyclists' Touring Club Gazette, I should like just shortly to recapitulate those facts with regard to the hygiene of cycling which I have brought forward, the great majority of which are founded on my own personal experience:

1. Cycling is beneficial as an exercise to any healthy person.
2. A child may commence to ride at about seven years of age; an old man as late as he is able.
3. It is excellent for both sexes.
4. The diet of a rider should be that to which he is accustomed; his clothing should be wool next to skin, should be loose, and adapted to the weather.
5. Moderation in speed, distance and hill climbing is essential to the novice; skill, speed, and endurance will come by practice.
6. The great virtue of cycling as an exercise depends upon the fact that the weight of the body is sustained by the machine, and has not to be carried by the rider's own exertions.
7. In organic diseases its use both as a means of palliation and cure is limited; in functional or inorganic disturbances it is a great power for good in the hands of the physician.
8. And lastly, no untrained person should ever race, and no unsound person would ever be allowed to train.

The decision of the Supreme Court of Indiana in a suit brought by a citizen to recover damages for being struck down on the sidewalk by a bicycle, was in favor of the plaintiff. The court says: "If sidewalks are exclusively for footmen, then bicycles, if they are vehicles, must not be ridden along them. We think that a bicycle must be regarded as a vehicle within the full meaning of the law."—Sporting Life, Sept. 18, 1889.

Experience is the best spoke in the cyclist's wheel.

You never miss the oil till the can runs dry.



## ADVANTAGES of STATE AID to FARMERS

An Address

By HON. WM. W. ARMSTRONG

A law for the improvement of rural highways by means of State aid went into effect in the State of New York on March 24, 1898. It was the result of many years of agitation, the product of much thought and the consensus of many minds. So much of modification and concession had been made during the years the subject was before the Legislature that the measure finally came to provide, in a more or less complete way, for nearly if not all the essential conditions for state aid in the improvement of highways; and for this reason its provisions and the results which have been or may be obtained through it will prove interesting in the discussion of the "Advantages of state aid to the farmer."

Early in the movement which preceded the enactment of this law there were many plans put forward, and there was much lack of harmony among good roads advocates themselves, amounting at times to positive disagreement; but as the agitation and the argument proceeded, opinion began in a general way to coincide along certain lines, and these finally came to be so well regarded that they were deemed controlling, and in constructing the New York law they were carefully observed. Briefly stated, they were these:

1. The law should not be made compulsory, and no locality should be compelled to build good roads until the sentiment of the locality itself inaugurated the movement. As a corollary of this idea, it also seemed clear that rural localities in which good roads sentiment did not prevail should not be compelled to contribute largely to those localities which desired and immediately entered upon the construction of good roads; that is, that those who were not immediately benefited by the law should not be largely taxed to help pay for the benefits others received under the law.

2. The law should provide for the improvement of rural highways, as distinguished from the highways in cities and villages, because it was assumed that cities and villages were capable of solving their own highway problems, without aid from the State. Nor was this thought to be any injustice, for no one who comprehends the extent to which the prosperity and progress of the State depends upon the condition of its farms and farmers will criticize the excluding of cities and villages from the benefits of the law. Cities and villages exist by virtue of the sustaining power of the country about them, and the products of the farm either find a market in these cities and villages or pass through them to the markets of the world.

3. The law must provide substantial assistance to those localities which may be willing to take steps to construct good roads, because good roads cost good money, and farmers cannot afford them unless they shall

receive substantial assistance. The poorest roads are generally found in the localities where the farms are poorest and the need for good roads is the greatest; and farmers in such localities have hard work to get crops out of the farms, and little time left for the improvement of their roads. At the same time and for the same reasons the cost of good roads must not be burdensome upon the localities which construct them.

4. The law must provide the State aid in such a way that those localities desiring good roads most can get them first, so that their zeal for local improvement may be promptly rewarded, and other localities encouraged; and yet this state aid must be so provided that the assistance shall be impartially distributed among the localities desiring it, without being influenced by political pulls or other similar influences; and this distribution must be made, not only impartially, but in such a way that the money of the state expended for good roads may awaken interest in them, and encourage the growth of a desire for improved highways in localities where the sentiment is sluggish and needs stimulation.

5. Last, but by no means least, the law must so provide for state aid that the state can itself each year adjust its contribution to good roads as well to needs of its people as to the condition of its own pocket-book, and must hold in check the amount of annual road building, so that it may proceed steadily and economically, and not by "fits and starts."

Nor can sight be lost of the fact that administrations change and parties change; and, while a good road has no politics, it would hardly be safe to intrust the annual amount of state aid entirely to the caprice of political parties, without so framing the law, if possible that no party could treat the matter capriciously or captiously.

It is apparent, therefore, from this brief recital of the situation, which developed during the several years of agitation and argument in New York, that the good roads movement, finally and at the time when these conditions came to be met, was surrounded with difficulties and perplexities which could not be avoided, but must be clearly solved and disposed of one by one.

How this was done ought to afford valuable suggestions to other localities which are now addressing themselves to the same questions. This can best be explained by first considering the provisions of the New York law as finally agreed upon and enacted.

The local affairs of towns in New York are administered largely by town boards, consisting of the supervisor, the town clerk and the four justices of the peace of the town; and the affairs of counties are administered by boards of supervisors, consisting of one super-

visor from each town and one from each city ward. The public works of the state are built upon plans and specifications made by a state engineer and surveyor, who also inspects the execution of the work. All these officers are elected biennially, and these were selected as the ones best fitted to assist in the good roads movement.

The act provides that any board of supervisors may adopt a resolution, declaring that public interest demands the improvement of a certain piece of highway not located in a city or village; and that, upon a petition of

it has all the facts and figures before it, so that it may not be deceived as to the cost of the proposed improvement.

If a county desires merely to know how much it will cost to improve a piece of highway, it need only adopt the first resolution and get plans and the estimates of the cost free of charge, and refuse to go any further. If it chooses, after ascertaining these facts, to adopt the second resolution, it may do so, but cannot be compelled.

If, however, the board of supervisors adopts the second resolution, it may transmit a copy



SIDEPATH BRIDGE.  
Batavia-Rochester Path.

the owners of a majority of the lineal feet fronting upon such a highway, it must adopt such a resolution. A copy of these resolutions is then to be transmitted to the state engineer, who shall first determine whether the piece of highway indicated is of sufficient importance to receive state aid. If so, he shall map the highway, cause plans and specifications for its improvement and an estimate of the cost to be made, and transmit copies thereof to the board of supervisors. The board of supervisors with these facts and figures before them, may then adopt a second resolution declaring that such a highway shall be improved; but it may refuse to go any further with the matter, if it so chooses.

This plan was adopted, after most careful consideration, as best fulfilling the important requirement that the improvement of highways should not be made compulsory, but should depend for its inception upon the desire of the locality itself; the plan thus provided furnishes only a method, and the people of a locality alone can adopt or reject the method by which they can secure the benefits of the law. Until they adopt it, their only interest in it is their contribution to the state tax. No county, therefore, can be compelled to improve its highway, nor will it be permitted to do so under this law until

of it to the state engineer, who must then advertise for bids for the work in one state paper and in one county paper. If no responsible bid is made within his estimate, he must make a new estimate and transmit it to the board of supervisors; and, if the board of supervisors then adopts a new resolution, based upon the new estimate, declaring that nevertheless such highway shall be improved, the state engineer must advertise again for bids, as before. When a responsible bid with his estimate is made, the state engineer awards the contract, or, if the town or county desires to do the work itself, it has preference over all bidders. That provision enables localities having scrapers and other appliances for improving their roads to utilize them in doing their own work, and so keep all the money expended at home.

Each board of supervisors has, under the general highway law, the power to elect a county engineer. If it so elects such an officer, the state engineer must act through him; if it does not, he must supervise the performance of the contract himself.

When the work is completed, he must draw a warrant upon the state treasury for one-half of the cost of the work, and certify the other half to the board of supervisors, which must levy thirty-five per cent of the whole



cost of the work upon the county. The other fifteen per cent is payable in one of two ways, viz.: If the board of supervisors adopted the first resolution for the improvement without petition from adjoining owners, the board of supervisors must levy the fifteen per cent upon the town in which the improved highway is; if the first resolution was adopted after such a petition, the board of supervisors must cause the town assessors to levy the fifteen per cent upon the property owners along the improved highway.

The act further provides that the improvement of highways shall be taken up in the order in which the final resolutions are received by the state engineer; but he shall not undertake any work in excess of the appropriation made by the legislature for that purpose from year to year.

After the highway is so improved, the adjoining owners must pay their highway taxes in money, as provided under the general highway law, which permits such highway taxes to be commuted in cash at one-half the regular rates.

In addition to this, the act provides that

#### IN PICTURESQUE MARYLAND



A WAYSIDE SCENE.

the state engineer must collect information relative to public highways, and give such information free to all officers having the care of roads, whether improved or not. He must furnish them plans for the improvement of roads and bridges, free of cost, if requested by them; and they may consult him freely at all times, and must aid him in collecting data and statistics.

The appropriation made last year, the year the law was enacted, was \$50,000; the appropriation made this year was \$50,000 more. The state of New York is assessed at about \$5,000,000,000, which made a state tax in each of these years of one cent on a thousand dollars of assessed valuation.

Although the cities and the villages of the state pay about eighty-eight per cent of the state tax, not a foot of highway within their limits can be improved under the law. The law is one, therefore, strictly in aid and for the benefit of rural highways, and the assistance given is substantial. The state invites every county to improve its highways; but the invitation may be accepted or declined, as the county chooses. The machinery only for

the improvement of highways is provided by the state; the putting of the machinery in motion is left to the option of the locality.

If one county chooses to improve its roads and another does not, the county that does not need only contribute one cent on the thousand dollars of assessed valuation for each \$50,000 spent by state for the purpose of helping the other counties which do undertake it to so improve their highways; but, if any are disposed to criticize the fact that some counties are asked to contribute even ever so little to the improvement of roads in other counties, the answer is that, if the counties from which such criticism comes will inaugurate the improvement of their own highways, they can secure back from the other counties the same contribution in return.

The provision whereby the state engineer is directed to take up the work in the order in which the second resolutions are filed with him excludes political and other similar influences in the choice of particular roads for improvement, and gives the feeblest town in the state an equal opportunity with the



A SCETCH OF GOOD ROAD.

strongest; at the same time that it produces a kind of a "First come, first served" rule, which has always worked well in practice.

Localities where good roads sentiment is strongest will move first, and thus, by their example (or will it be because of the jealousy or envy of some neighboring locality), set in motion some neighboring locality, and so on throughout the state.

But the provision whereby the state engineer is forbidden to enter upon any work in excess of the annual appropriation enables the state to control and encourage, or restrain, the amount of road improvement in each year; each dollar appropriated by the state will be supplemented by another dollar from the county and town in which it is spent, but when that is expended, road improvement must wait for a new appropriation. Thus the demands of road-improving counties will continually urge a large appropriation, while the necessities of the annual tax rate and the condition of the state's finances will annually restrain the appropriation within proper limits.

[TO BE CONTINUED]

## ROSTER OF L. A. W. NATIONAL OFFICERS

FROM 1880 to 1901

Now that a new executive committee has been elected to office by the National Assembly of the L. A. W., it is interesting to look back into history and recall to mind the names of the men who, in other years, have held the reins of office. For this purpose, the L. A. W. MAGAZINE has compiled a list of former and present national officers and presents the same herewith:

1880—President, Chas. E. Pratt (deceased); vice-president, T. K. Longstreth (deceased); secretary, A. F. Parsons and J. F. Burrill; treasurer, W. L. Willoughby. National meet, Newport, R. I.

1881—President, Chas. E. Pratt (deceased); vice-president, J. A. Fairchild; secretary, K. N. Putnam and S. T. Clark; treasurer, D. Wister. National meet, Boston.

1882—President, W. H. Miller; vice-president, A. S. Parsons; secretary, K. N. Putnam and A. S. Hibbard; treasurer, W. V. Gilman. National meet, Chicago.

1883—President, N. M. Beckwith (deceased); vice-president, W. H. Miller; secretary, Fred Jenkins; treasurer, W. V. Gilman. National meet, New York City.

1884—President, N. M. Beckwith (deceased); vice-president, W. H. Miller; secretary, C. K. Alley and E. M. Aron; treasurer, T. Terry. National meet, Washington.

1885—President, N. M. Beckwith (deceased); vice-president, S. Terry (deceased); secretary, Abbot Bassett; treasurer, F. P. Kendall. National meet, Buffalo.

1886—President, N. M. Beckwith (deceased); vice-president, T. J. Kirkpatrick; secretary, Abbot Bassett; treasurer, S. Lawton. National meet, Boston.

1887—President, T. J. Kirkpatrick; vice-president, H. W. Hayes; secretary, Abbot Bassett; treasurer, W. M. Brewster. National meet, St. Louis.

1888—President, T. J. Kirkpatrick; vice-president, H. W. Hayes; secretary, Abbot Bassett; treasurer, W. M. Brewster. National meet, Baltimore.

1889—President, Chas. H. Luscomb; vice-president, Jas. R. Dunn; secretary, Abbot Bassett; treasurer, W. M. Brewster. National meet, Hagerstown, Md.

1890—President, Jas. R. Dunn; vice-president, W. H. Emory; secretary, Abbot Bassett; treasurer, W. M. Brewster. National meet, Niagara Falls.

1891—President, Jas. R. Dunn; vice-president, G. Brown (deceased), and C. E. Burdette; secretary, Abbot Bassett; treasurer, W. M. Brewster. National meet, Detroit.

1892—President, C. L. Burdette; vice-president, T. F. Sheridan; secretary, Abbot Bassett; treasurer, W. M. Brewster. National meet, Washington.

1893—President, C. L. Burdette; vice-president, T. F. Sheridan; secretary, Abbot Bassett; treasurer, W. M. Brewster. National meet, Chicago.

1894—President, Chas. H. Luscomb; vice-president, A. C. Willison; secretary, Abbot Bassett; treasurer, W. M. Brewster. National assembly, Louisville. National meet, Denver.

1895—President, A. C. Willison; vice-president, Geo. A. Perkins; secretary, Abbot Bassett; treasurer, A. E. Mergenthaler. National assembly, New York. National meet, Asbury Park, N. J.

1896—President, Sterling Elliott; vice-president, C. E. Cossum; secretary, Abbot Bassett; treasurer, E. S. Hartwell. National assembly, Baltimore. National meet, Louisville.

1897—President, Isaac B. Potter; vice-presidents, A. C. Morrison and C. F. Kierker; secretary, Abbot Bassett; treasurer, J. W. Clendenning. National assembly, Albany. National meet, Philadelphia.

1898—President, Isaac B. Potter; vice-presidents, T. J. Keenan, Jr., and Ed. F. Hines; secretary, Abbot Bassett; treasurer, J. C. Tattersall. National assembly, St. Louis. National meet, Indianapolis.

1899—President, T. J. Keenan, Jr.; vice-presidents, Herbert W. Foltz and Robt. T. Kingsbury; secretary, Abbot Bassett; treasurer, J. C. Tattersall. National assembly, Providence. National meet, Boston.

1900—President, Conway W. Sams; vice-presidents, Robt. T. Kingsbury and A. B. Choate; secretary, Abbot Bassett; treasurer, J. C. Tattersall. National assembly, Philadelphia. National meet, Milwaukee.

1901—President, H. S. Earle; vice-presidents, Geo. C. Pennell and W. H. Howell; secretary, Abbot Bassett; treasurer, J. C. Tattersall. National assembly, Philadelphia. National meet, Buffalo.

An ingenious French gentleman has invented an effective, if not altogether humane, device whereby to foil the malignant purpose of the bicycle thief. He had a sharp steel spike, some three inches long, fitted in the center of the saddle of his machine, and provided with a spring joint, so that it could be raised erect on occasion, while it lay flat in a groove until required for use. Thus equipped, the cyclist rode up to his favorite cafe in Paris, leaving his vehicle outside after duly fixing his insidious bayonet. A few minutes later one of the marauders now so common in Paris came along, and, seeing his chance, wheeled the bike into the middle of the road, and hoped in the twinkling of an eye to distance all pursuit. Scarcely had he started before agonizing shrieks summoned a crowd to the spot, and the impaled victim was picked up, bathed in blood and unconscious, for conveyance to the nearest hospital. The inventor is so delighted with the success of his experiment that he has applied for a patent.



# L. A. W. MAGAZINE

AND GOOD ROADS

OFFICIAL ORGAN OF THE

League of American Wheelmen

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MARCH 1901.

As is announced elsewhere in this issue, the publishers of the L. A. W. MAGAZINE are offering \$500 in cash prizes for the best three cycling stories published in daily papers in the United States before March 20. Any writer may enter the competition, no limit is placed on the number of stories written by any one author, and no entrance fee of any nature is required. The intention of the publishers in making this unusual offer is to secure a greater recognition by the daily press of the good influences of cycling and thereby to create a renewed interest in the bicycle among the American people. Wheeling was injured when it was overdone. Thoughtless men and boys—and for that matter, thoughtless women—racing through the streets and otherwise conducting themselves unpleasantly have had the effect of causing many devotees of the wheel to leave off cycling. Whether they have done so without sufficient reason, we shall not endeavor to say, but the fact remains that many have done so, and it is to interest anew former cyclists and to create a cycling interest among those who are not wheelmen that has lead the publishers to offer \$500 in cash for three prize stories. It is believed that in this manner the real benefits of the use of the wheel may be brought to the attention of newspaper readers, thereby creating a wholesome and lasting revival in cycling.

Young, vigorous and resourceful, Horatio S. Earle, of Michigan, the new president of the League of American Wheelmen, comes into office well fitted—we might say eminently well fitted—for the work of the executive department of the organization, and those who know best the man and his methods look confidently forward with the expectation that during the year the wisdom of choosing him to lead with be fitly emphasized. Mr. Earle enjoys the confidence of all of the national

and division officers of the League, and so far as their co-operation is required by him he may be assured that it will be freely and thoroughly given.

While the Potter-Cahill local organization proposition, accepted by the national assembly, doubtless lacks perfection, yet it leads along the right line of work and may prove in the end of be a guiding light of great power and efficacy. The co-authors are both local organization enthusiasts, and their measure is an earnest and honest product, whatever it may lack in thoroughness and efficiency. It was hastily drafted, in the closing hours of the annual meeting, for which reason faults were the more liable to creep in; but we have faith that it will work out well and be productive of beneficial results.

Wheelmen of Jeffersonville, Ind., advance an unusual reason for their contention that bicycle lamps are not necessary. They say the city's streets are so well lighted that lamps on bicycles are entirely superfluous. It is believed that in some communities, the local councils insist upon the use of bicycle lights in order that they may escape the necessity of having the streets otherwise lighted.

An American rider, who toured last season on the European continent, says that coaster-brakes are almost unknown in that territory. The field then ought to be one worth cultivation at the hands of American coaster-brake makers, whose product is excelled in no other country.

There is nothing surprising in the Oregon supreme court's decision declaring the state sidepath law unconstitutional. It was a local act. The new bill, which will now be pushed, will overcome the errors of the faulty measure.

Assemblyman Fowler, of New York, seeks to distinguish himself by advocating the passage of a bill imposing a penalty for cycle riding on foot paths outside incorporated municipalities. Mr. Fowler needs to be extinguished.

Wheelmen generally are awakening to the merit of the motor bicycle, just as this paper some months ago ventured would be the case when the newest form of locomotion was brought forcibly to their attention. There is much about the motor bicycle to attract attention and to commend its use. Riders have only to know that reliable machines are on the market—as is already the case—to become purchasers and users of the bicycle that requires no human exertion.

A recent patent is intended to utilize rough roads as a motive power. The jolting of the rider helps to turn the crank axle. It is doubtful, however, that anyone will seek bad highways just for the questionable pleasure of turning torture to mechanical advantage.

The cushion-frame and the coaster-brake, as well as chainless mechanism, will all find room and use on the motor bicycle, the success of which means additional success for the makers of these accessories and features.

Oregon wheelmen are so delighted with cycle paths that, upon a decision to the effect that the present law is unconstitutional, they immediately set about to draft a law that would be constitutional. And they mean to succeed.

# L. A. W. Official Department

## The Annual Talk Over Things

The annual meeting of the national assembly for 1901 has passed into history. The machine has been wound up to run for another year and great opportunities are before us.

Men have been elected to office who are able and efficient and they should write a good record for 1901.

President Earle is an enthusiastic good roads man and he has plans on foot to make an aggressive campaign in this direction. We believe he will make the good roads issue as much of an advertisement for the L. A. W. as we have ever had in the racing feature. We should all unite to hold up his hands in what he undertakes.

An effort was made to make it a road-users organization, but the assembly could not see its way clear to set aside the cycling nomenclature. The present statement of our objects is sufficiently elastic to allow anyone who has interest enough in our cause to pay our dues to become a working member. Many are wheelmen in spirit though they no longer ride a wheel. We have veterans that do not ride as much as they used to.

What creatures of the moment we are. We have seen five different attempts to reduce the age limit from eighteen to sixteen years. In each instance the idea has been fought to the death. It has been urged that when we go before legislative committees it will be thrown at us that the League is composed of boys. This argument has proved potent in the past and the junior membership was brought forward as a sort of compromise. Now without a word of debate the whole scheme of age limit is thrown down. We may now expect a contest among proud fathers of baby boys to get in the "youngest member of the League." We can use the money paid in by the young people to promote our objects, and we cannot believe their presence will do us any harm.

We must confess to disappointment that certain reforms were not brought about. We think they were loudly called for and should have been adopted.

The Potter-Cahill scheme for local organization is good so far as it goes, but we should have taken longer strides. We need to do something to wake people up. They are asleep. They want new ideas, new directions in which to work, new incentives to action.

We confess that we would have been pleased to see a well planned system of consulates arranged for. We wish that these local organizations might have been given a drawback on dues paid. Then they would have had money to work with. As it is now, if a consulate is formed a man must pay one fee to that and an additional fee to the League. This dampens the ardor of the applicant and consulates are few. We hope for good things from the Potter-Cahill plan, but we wish they might have given us a larger bite of the apple.

We wish that our scheme for national elections might have been considered. This was advocated by us before the revision committee, but was not reported. We planned to give the individual member the right to vote for national officers. Such a scheme would promote interest and bring the member in touch with the government. We believe in giving the member something to do. There is complaint that affairs are run by the few and not by the many. The scheme could easily be carried out by putting the names of presidential candidates on the division ballots to be marked for at the same time as the division candidates for office. At no time is the patriotism of the American people

more stirred than when they are voting for president. We wish that we might have some such centre of interest in League work.

We wish that some plan had been adopted whereby we might have a weekly paper instead of a monthly. The contract with the present publishers expires in June and a new arrangement cannot be made until that time. There might have been provision made for the entering into a new contract so that the executive committee might be prepared for a change, but this provision was not made. We cannot have a weekly paper for 25 cents a year. More money must be given the publisher. We believe it would be money well invested. The present publisher is willing to make a contract for a weekly, but he must have his price.

The title "L. A. W. Bulletin," which was adopted in July, 1885, has gone out. It has served us well and we have become so used to the title that it flows freely from the tongue.

One more regret we have and that is occasioned by the failure of the assembly to provide that expirations be notified from headquarters. Thousands leave us yearly because they are not asked to remain. A few division officers notify expirations, but many more leave the work undone. This department should be conducted systematically and persistently. This cannot be done where there are so many persons who are expected to do the work.

We have said all these things before. They are the ideas of a single individual. The assembly thinks differently. Since the ideas of the individual did not prevail let us believe that the ideas of the great majority in the assembly are the correct ones and go ahead with the pushing of things.

We have ever had trouble over proxies. Our system of government is such that all who are entitled to vote cannot be present. We cannot well expect men to come to the assembly from California, from Oregon or from Colorado. In order to give the distant members a voice in our affairs we have to provide for proxy voting. They are allowed to vote only as they instruct the secretary to vote for them. The secretary was instructed to vote in a certain way on certain questions and he was prepared to do so. After a four-hours debate the secretary withdrew from his proxyhood and the votes were not cast. This in order to restore peace and harmony.

A new proxy system was adopted. This provides that the proxies of distant divisions shall be voted by members of the assembly from other divisions but in no instance shall a division delegation use more than one outside proxy. At the assembly last past there were twelve divisions represented, and under the new rule twelve proxies could have been used. There were 39 proxies sent to the meeting. Thus 27 members would have been refused a vote.

There are faults in the proxy system and there always will be. We should strive to get the best rule. We cannot see any more harm in asking a man outside of our state to vote for the candidate of our choice than there is in asking the same question of a man within the state. We cannot see where the difference in principle comes in if a man votes in person or by proxy, provided the question is clearly before him. We have always believed in giving the distant members a chance to be heard and we would rather see a poor proxy system than see them disfranchised.

We start upon a new year with bright prospects ahead. The assembly has given us the word "go," let us push hard on the pedals.

And now, all out for the renewal season. The great majority of members will be due to renew on or before April 1st. We must let very few



escape. A word to your friend and prompt action by yourself will be effective. The wheelmen of the United States need the League behind them. There are roads to build and legislation to avoid as well as to secure.

We had a letter from North Carolina the past week in which the writer regretted that there was no League organization in that state to combat certain proposed legislation. Our members in North Carolina saw no use for the League and left us. They are now feeling the need for organized effort.

If every man who reads the Magazine will take the trouble to send his renewal at once, what a sight of time, money and labor will be saved to us. If every man would do his duty what a grand world this would be. But he will not do it, and we must expend three quantities of force where one should suffice.

Wouldn't it be a fine spectacle for our observation if every member would bring one recruit the coming year. Think of it! We should go to 50,000.

We have been pushed out of our office at 530 Atlantic avenue. The demands of our landlord for the room we were occupying forced a removal. We have done that which we would gladly have done before. We have gone where wheelmen most do congregate. Our home will be in cycle row. The need to be near the printer, the electrotypist and the binder has kept us in the business district for many years. It is now no longer a necessity to be away from people. We have gone to the riding section of the city where asphalt invites to ride. Our new office harmonizes with the dignity of our organization. Some and see us at 221 Columbus avenue.

#### Officers for 1900 and 1901

President, HORATIO S. EARLE,  
705 4th avenue, Detroit, Mich.  
First Vice-President, GEORGE C. PENNELL,  
70 Beekman street, New York.  
Second Vice-President, W. A. HOWELL,  
Box 1073, Rockville, Conn.  
Treasurer, J. C. TATTERSALL,  
Box 329, Trenton, N. J.  
Secretary, ABBOT BASSETT,  
221 Columbus avenue, Boston, Mass.

#### Division Officers

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

Colorado—Chief Consul, Thomas H. Gist, 808 16th street, Denver. Secretary-Treasurer, Frank Robertson, 3053 Humboldt street, Denver.  
Connecticut—Chief Consul, A. H. Hammond, Torrington. Secretary-Treasurer, W. A. Wells, Norwich.

Delaware—Chief Consul, Walter D. Bush, Jr., 404 So. Clayton street, Wilmington.

District of Columbia—Chief Consul, Wm. T. Robertson, 429 10th street, N. W., Washington. Secretary-Treasurer, C. E. Wood, 1408 Hopkins street, N. W., Washington.

Illinois—Send all renewals and applications to Abbot Bassett at headquarters in Boston. Chicago agent, Walter Faraday Marquette Building, Chicago.

Indiana—Chief Consul, Walter B. Hassan, Jeffersonville. Secretary-Treasurer, James A. Allison, 121 West Georgia street, Indianapolis.

Iowa—Chief Consul, F. A. Amborn, Ft. Madison. Secretary-Treasurer, Ed. F. Carter, Keokuk.

Kansas—Chief Consul, J. B. Doncyson, Topeka. Secretary-Treasurer, A. E. Hickerson, Topeka.

Kentucky—Chief Consul, R. F. Pelouze, Box 500, Louisville. Secretary-Treasurer, Owen Lawson, 2510 W. Jefferson street, Louisville.

Maine—Chief Consul, C. W. Small, 74 Winslow street, Portland. Secretary-Treasurer, H. T. Passmore, Bath.

Maryland—Chief Consul, J. J. McElroy, 105 West Fayette street, Baltimore. Secretary-Treasurer, R. H. Carr, Jr., 607 and 621 Law Building, Baltimore.

Massachusetts—Chief Consul, Geo. A. Perkins, 15 Court Square, Boston. Secretary-Treasurer, Aaron Wolfson, 23 Court street, Boston.

Michigan—Chief Consul, H. S. Earle, 705 4th avenue, Detroit. Secretary-Treasurer, Henry E. Perry, 243 Sheridan avenue, Detroit.

Minneapolis—Chief Consul, F. L. Hoxie, 416 Robert street, St. Paul. Secretary-Treasurer, C. W. Purple, District Court House, Minneapolis.

Missouri—Chief Consul, John R. Williams, 1933 No. 2nd street, St. Louis. Secretary-Treasurer, C. C. Ziegler, 1933 No. 2nd street, St. Louis.

Nebraska—Chief Consul, E. L. Platz, 3390 Manderson street, Omaha.

New Hampshire—Chief Consul, Robt. T. Kingsbury, Keene. Secretary-Treasurer, E. B. Stearns, Box 63, Manchester.

New Jersey—Chief Consul, Dr. Harvey Iredell, Box 34, New Brunswick. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

New York—Chief Consul, Milo M. Belding, Jr., N. Y. Athletic Club, New York. Secretary-Treasurer, John F. Clark, office of the division, Vanderbilt Building, New York.

North California—Chief Consul, Francis T. Dwyer, Sacramento.

Ohio—Chief Consul, Chas. W. Mears, Cycling Gazette, Cleveland. Secretary-Treasurer, W. H. Chubb, 91 Bell avenue, Cleveland.

Oregon—Chief Consul, Thornton Birdsall, 46 Front st., Portland.

Pennsylvania—Chief Consul, Samuel A. Boyle, 654 City Hall, Philadelphia. Secretary-Treasurer, F. S. Collins, division office, 639 The Bourse, Philadelphia.

Rhode Island—Chief Consul, Percy S. Harden, 52 Elm street, Providence. Secretary-Treasurer, Nelson H. Gibbs, 28 Westminster street, Providence.

South California—Chief Consul, Dr. A. H. Palmer, Pasadena. Secretary-Treasurer, O. S. Barnum, 302 Stimson Block, Los Angeles.

Tennessee—Chief Consul, Peter R. Gluck, 350 Front street, Memphis.

Texas—Chief Consul, E. W. Hope, Sherman. Vermont—Chief Consul, W. H. Sabin, Rutland.

Virginia—Chief Consul, W. C. Mercer, 510 East Main street, Richmond. Secretary-Treasurer, J. Roy Collins, Box 116, Norfolk.

Washington—Chief Consul, E. Irving Halsted, 102 So. 10th street, Tacoma.

West Virginia—Chief Consul, Charles U. Gieger, 1010 Main street, Wheeling.

Wisconsin—Chief Consul, Percy H. Champagne, Merrill.

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ENGLAND—Joseph Pennell, 14 Buckingham street, Strand, W. C., London; T. Lee Lloyd, 6 Dingle lane, Liverpool; W. P. Purvis, 2 Avenue pl., Southampton; Rev. Thos. H. Orpey Binnbrooke, Cambridge; Herbert M. Ranklor, Blundell's School, Tiverton.

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GERMANY—Friedrich Schielecher, Duren Rheinland, Bonner-strasse 16, Berlin; Felix Rohl, Linden-strasse 56, S. W., Berlin; A. Eldlitz, care Schenker & Co., Munich.

ITALY—Ercole Abrate, All Aurora, Turin.

AUSTRIA—Otto Mayer, 11½ Lindergrasse, Vienna.

IRELAND—J. White, Derrybawn, Bushney Park Road, Rothgar Co., Dublin.

SCOTLAND—J. Lennox, Dumfries.

JAPAN—Raisa Earl, 14 Shimon street, Nihonbashi, Tokio.

CUBA—Alfred F. Terry, Sta Ysabel 25, Cienfuegos.

Annual Meeting of the National Assembly

The annual meeting of the national assembly for 1901 was held in the India Room of Hotel Lafayette, Philadelphia, on Thursday, February 14.

The credentials committee reported as follows:

Present in person..... 46

Proxies ..... 81

Not represented ..... 11

Total ..... 138

Six members reported in person after roll call.

Twelve divisions were represented.

The rules were suspended in order to bring before the meeting an invitation to hold the annual meet at Buffalo.

The following letter from the mayor of Buffalo was read by the secretary:

Mr. Conway W. Sams, president of L. A. W.—Dear Sir: On behalf of the citizens of Buffalo I extend to your association a most courteous and cordial invitation to hold your next annual meet in the city during the coming summer. I

am sure the members of your association, as well as the citizens of Buffalo, will give you a most hearty welcome. Very respectfully,

"CONRAD DIEHL,  
"Mayor of Buffalo, N. Y."

Mr. C. Lee Abel, of Buffalo, supplemented the mayor's letter with a short address, in which he asked the assembly to fix upon Buffalo as the place of meeting.

By a unanimous vote invitation was accepted and the League will meet in Buffalo in August next.

President Sams read his annual report, which was accepted.

The treasurer made a short verbal report supplementing the official report as it is given by the auditors.

Secretary Bassett presented his annual report, which was accepted.

W. A. Howell reported for the membership committee. Accepted.

H. W. Knight reported for the rights and privileges committee. Accepted.

H. B. Fullerton reported for the highway improvement committee. Accepted.

Geo. M. Schell reported for the touring committee. Accepted.

Secretary Bassett read Geo. L. McCarthy's report of the press committee. Accepted.

Two members only of the constitution-revision were present. President Sams added Messrs. Willson, Hines and Howell to the committee and it was instructed to report at 3 p. m.

The election of officers was then taken up.

Mr. Potter, of New York, nominated Horatio S. Earle, of Michigan, for president. Seconded by Hines, of New York, and Hines, of Michigan.

Unanimously elected.

Mr. Rudderow, of New Jersey, nominated George C. Pennell, of New York, for first vice-president. Seconded by Iredell, of New Jersey, and Belding, of New York.

Unanimously elected.

Mr. Collins, of Pennsylvania, nominated W. A. Howell, of Connecticut, for second vice-president. Seconded by Kenison, of Massachusetts, and Belding, of New York.

Unanimously elected.

Mr. Small, of Maine, nominated James C. Tattersall, of New Jersey, for treasurer. Seconded by Knight, of New Jersey.

Unanimously elected.

Adjourned to meet at 3 p. m.

#### AFTERNOON SESSION

The report of the revision committee was immediately taken up.

Constitution—Art. 1, Sec. 2, defining the objects of the L. A. W. was reconstructed as follows:

"Its objects shall be to promote the general interests of all persons who use the public highways; to ascertain, defend and protect the rights of its members, to facilitate touring and to secure improvement in the condition of the public roads and highways."

It was urged by many that this would destroy the character of the L. A. W. as a cycling organization. After some debate the following was adopted as a statement of the objects of the L. A. W.:

Section 2. The League of American Wheelmen exists to defend the rights of cyclists, to obtain benefits for its members, to facilitate touring, and to secure the construction and maintenance of good roads and cycle paths.

Article 3, section 1 was amended so as to read: "Any white person of good character shall, with the endorsement of two League members or three other reputable citizens be eligible to membership in this League, upon payment of the initiation fee and dues as provided in this constitution."

Sub sections (b), (c), (d), (e), (f), (g), (h), (i) and (j) were stricken out.

This abolishes the age limit of 18 years, and strikes out the junior membership provisions.

Article 3, section 8 was amended so as to read as follows:

"The treasurer shall retain from the annual dues and from all renewal fees an annual per capita tax of thirty-five cents. The balance of such annual dues and the whole amount of the initiation fee shall be returned to the divisions monthly. He shall return to the divisions fifty per centum of all back dues."

The following paragraph was stricken out from Article IV, Section 1, being the last paragraph of said section.

"There shall be elected by the national assembly a commission to consist of five members who shall have power to propose amendments to the constitution and by-laws, and to report the same to the national assembly or to a special session called by the president."

Article VI, Section 3 was amended by adding thereto the following word:

"Touring." This makes a standing committee of the touring committee.

Article VII Section 4 was amended so that sub-section (a) should read as follows:

Section 4 (a) All national committees, except that of auditing, which shall be elected, shall be appointed by the president, who shall have the power to suspend or remove any member of such committee and to fill vacancies therein arising from suspensions, removals or from any other cause.

By striking out the whole of Section (b). And by making sub-section (c) read as follows:

(c) The committees on rights and privileges, rules and regulations, and membership shall consist of three members each. The committees on improvement of highways, touring and local organization shall consist of not less than five members nor more than seven.

By changing sub-section (d) to sub-section (c). (In this connection Article IV of the by-laws was amended by adding thereto a new section as follows:

Section 8. The touring committee shall collect information concerning roads, cycle paths and touring and distribute the same under the direction of the executive committee.

The foregoing amendments to Article VI make the local organization committee appointive, provide for the number of members to constitute the local organization and touring committee and define the duties of the latter. Before, the local organization committee was made up of the chief consuls of all divisions with a membership over one thousand.

#### BY-LAWS

The by-laws were amended as follows:

Article I, Section 3 was amended so as to make the whole section read as follows:

"Section 3 (a) The secretary shall receive and cause to be published all applications for membership; shall receive and be accountable for all fees and dues; shall keep a register of all applications and any action thereon; shall receive all protests and refer the same to the membership committee; shall keep a list of members and officers of the League with notes of all changes in the same; shall keep suitable books of account and shall between the 1st and 10th of each month report and remit to the treasurer all funds received by him during the preceding month."

"(b) He shall receive and answer, or refer to the proper officials any correspondence with the members or officers that pertains to the affairs of the League, and any appropriate correspondence with non-members of the League. He shall notify members or officers of all meetings; shall issue certificates to all members of the national assembly; shall record the proceedings of all meetings of the League and of the national assembly; shall keep an accurate roll of the membership and generally provide himself with all necessary statistical and other information."

"(c) He shall act as editor of the official department in the official organ, over which he shall have control, subject, however, to the supervision of the executive committee."

"(d) He shall keep an account with each division and shall render a statement to each once every month."

"(e) He shall issue to every member the annual membership ticket."

"(f) He shall give bonds for the faithful discharge of his duties in the sum of \$5,000. He shall receive a salary of \$2,000 per annum."

The committee reported in favor of and recommended that the salary of the secretary be \$1,500.

Mr. Mears, of Ohio, moved an amendment that the salary be \$2,000.

Mr. Belding, of New York, moved to amend by making the salary \$1,200.

During the debate which occurred upon the subject of changing the secretary's salary, the question arose whether under Article II, Section 1, sub-section (b) the secretary had power to vote the proxies held by him under said sub-section. It transpired that the proxies had all



been opened, as required by the rule, by the secretary in the presence of the credentials committee before the opening of the business session of the assembly, and then filed with said committee, but that the written instructions accompanying said proxies had not then been filed with said committee.

Mr. Potter, quoting from the rule, claimed that the secretary needed the instructions for his own guidance and was not called upon to file the instructions with the credentials committee.

(b) At meetings of the national assembly, any absent member thereof may be represented by proxy, held by another member of the assembly who is also a member of the same division, or in case a division is not represented by the personal presence of one of its own delegates, or by a member residing within the division, any member of the assembly from such division may, at any time prior to the first day of any assembly meeting, file with the secretary his proxy, with written instructions clearly indicating in what manner said proxy is to be voted in the election of officers or upon any question touching a proposed amendment to the constitution or the by-laws. Proxies so filed shall be securely sealed by the members executing the same, and each proxy shall be plainly marked "National Assembly Proxy" upon the outer envelope, and shall not be opened except by the secretary in the presence of the credentials committee, immediately before the opening of the business session of the assembly. Proxies filed with the secretary under the provisions of this section shall not be voted upon any questions except those specifically mentioned herein, and all questions arising as to the form, regularity or sufficiency of a proxy shall be decided by the credentials committee.

Pending the debate a recess was taken and during the recess the instructions accompanying said proxies were also filed with the credentials committee and thereupon a further discussion arose on the report of the credentials committee, said report being as follows:

"That Mr. Bassett holds 32 proxies, 24 of which are instructed and eight uninstructed."

The above report was re-committed to the committee on credentials with a request that they report forthwith and the said committee presented the following report.

"The credentials committee decides that Secretary Abbot Bassett holds 24 regularly filed and instructed proxies."

The assembly had now been debating the question of the secretary's salary for four hours.

President Sams took the floor and said:

"The report of the credentials committee clearly shows that the proxies held by Mr. Bassett are legal and in proper form, but in view of the objections which have been raised and in order to promote peace and harmony, Mr. Bassett authorizes me to withdraw the proxies and to state that they will not be voted. And now, as I am about to take my leave, I desire to do a graceful act as the last action of my administration and I therefore move that the salary of the secretary be fixed at \$2,000." Carried with but two dissenting votes.

On motion of Mr. Collins, Article II, Section 1, sub-section (b) of the by-laws was amended to read as follows:

"Section 1 (b) At meetings of the national assembly any absent member thereof, except ex-presidents, ex-vice-presidents and the chairmen of the national committees may be represented by proxy. Provided, however, that the members from any one division shall not hold more than one proxy from any division other than their own."

The constitution and by-laws were also amended by striking out the words "L. A. W. Bulletin and Good Roads" wherever the same occurred and by substituting therefor the words "Official Organ."

The following auditing committee was then elected:

Clarence W. Small, Maine.

John C. Kerrison, Massachusetts.

John J. Van Nort, Pennsylvania.

The following resolution, offered by Isaac B. Potter and F. T. Cahill, was unanimously adopted:

Resolved, That the committee on local organization for the coming year be instructed to prepare a letter addressed to the wheelmen of the United States, setting forth the advantages

of League membership, its immediate purposes with reference to the formation and maintenance of local organizations in different parts of the union, the work and benefits to which the members of such organizations may direct their efforts, and such other matters as may be calculated to inspire the formation of local bodies, and to send such letter, with a proper request for publication, to such newspapers throughout the United States as will be best calculated, in the judgment of the committee, to reach the greatest number of the wheelmen of this country. That such committee announce by such means the general plan for the formation of local organizations together with such plans and provisions for the maintenance of the same as may be determined upon.

And be it further resolved that the executive committee of the L. A. W. be empowered and directed to rebate or remit to all local organizations formed under the provisions hereof such substantial portion of all money paid by the members of such organizations as fees or dues of League membership as will encourage the formation and maintenance of local bodies and inspire them to take up locally the work of side-path and highway construction and of carrying out the other objects of the League. Provided, however that the sum so rebated to such local organization shall be at least the difference between the total amount which has, at any time heretofore in any one fiscal year, been paid by the L. A. W. members from the territory for which said local organization is organized and the sum which shall hereafter be paid by the members of such local organization; and said sum shall be paid to such local organization for its own use in prosecuting its work and objects within the L. A. W.

Clarence W. Small then presented the following resolution which was unanimously adopted:

Whereas, The League of American Wheelmen has lost a stalwart member, a kind and companionable man and one whom to know was to honor and respect, in the death of F. P. Van Valkenburg, be it

Resolved, That we mourn our loss and that as a slight expression of sympathy and as a token of the high esteem in which this organization holds his memory the secretary be instructed to spread this resolution on the records and that a copy of the same be sent to the family of the deceased.

On motion of L. B. Potter, the president appointed a committee consisting of Messrs. Potter, Howell and Phinney to draft proper resolutions on the death of Mr. E. G. Harrison said resolutions to be spread upon the minutes and a copy of the same to be sent to the members of the family of the deceased.

On motion it was resolved that an allowance be made to the president not to exceed \$2,000, the same to be paid him upon duly certified bills presented by him.

Mr. Small moved that when the treasurer reports to divisions the amount due them on monthly statement, he deduct therefrom 20 per cent thereof and credit the same to the amount of loans due from said divisions, where the same are so indebted to the national organization.

The above motion was regularly seconded and after some discussion and amendment thereto a substitute therefor offered by H. W. Knight, referring the subject to the incoming executive committee for its action, was unanimously adopted.

On motion adjourned sine die at 10:20 p. m.

ABBOT BASSETT,

Secretary.

### President's Report

The duties of the president, under the by-laws, require him to make a report at the annual meeting of the national assembly. In pursuance of that requirement I now have the honor of saying a few words to you about our organization and its condition. Let me first touch upon one or two matters which can be dismissed with but brief mention, although they are matters of the greatest importance.

### OFFICIAL ORGAN

First, those of you who were present at the last assembly will recollect that the matter of a magazine or an official organ was left to a committee to consist of the executive committee and Messrs. Philip S. Collins, of Pennsylvania, and Henry C. Finney, of Maryland. We had

several meetings, invited bids and finally awarded the contract to Emil Grossman & Brotnier, of Cleveland, O., to print a monthly paper to be known as the official organ of the League of American Wheelmen and the L. A. W. Magazine. Herewith is filed a copy of the proposals issued at the time and the contract entered into by the publishers which should be among the archives of the League. Every condition in this contract has been faithfully fulfilled and the Magazine speaks for itself. Its uniform excellence has received in many instances deserved praise and but little criticism. Only once has there been any considerable criticism about the conduct of the publication which has reached the executive committee. One matter gave your committee a great deal of trouble which was the question of a bond. The Messrs. Grossman with most commendable good faith, when it was found impossible to procure a suitable bond, deposited the sum of \$1,000 in the American Trust Company, of Cleveland, O., as security for any money that the League of American Wheelmen may pay to the Messrs. Grossman in advance for subscriptions to L. A. W. Magazine and also that they will perform their contract for the publication of the Magazine from one year from date of contract, the deposit to be drawn only upon the joint signatures of Emil Grossman & Brotnier and the president of the League of American Wheelmen. It is hoped that the publishers will long be able to publish the Magazine and continue it as it now is.

### CANADIAN AGREEMENT

Members of the League will recollect that there exists an agreement between the League of American Wheelmen and the Dominion of Canada by which the bicycles belonging to members of our organization are admitted free of custom duties to Canada upon presentation of the League ticket only. This privilege has been of great value to the members of our organization living in the northern tier of states of the Union, and in fact in all parts of the Union, and has been greatly abused. It has been availed of time and time again and has brought us many members, both desirable and undesirable. Looking at this agreement from a financial standpoint alone it has cost us considerable money during the past year and so far as I am able to see there is no adequate return for this expenditure upon our part, which expenditure is to pay duties for those members who did not when they returned from Canada, present themselves at the port of re-entry to this country. We have paid during the year one bill of \$193.80 and there is another bill of about \$281. The total expense to the L. A. W. on this agreement will amount this year to nearly, if not quite, \$500. It is with great regret therefore, that I feel compelled to recommend to the assembly that we withdraw from the agreement, unless the L. A. W. can be protected. Mainly for the reason that the members do not seem to appreciate it and that many join simply to avail themselves of this privilege, and then, when they are asked to make the simple affidavit required to prove that they have returned their wheels to this country, decline. This declination in many instances leads one to believe that persons join sometimes under fictitious names, for the purpose of importing wheels into Canada, and with no intention of returning with them into this country. Cases have been known—I have one instance in mind—where tickets have been lost by members and wheels have been imported into Canada on them by persons who found the ticket. There seems no way to protect ourselves against this loss, unless proper bond be given to pay duties. To make the agreement convenient and available with promptness it has to be easily used. The very ease with which it is used makes the loss to the L. A. W. greater. Without extending the remarks upon this subject to any greater length, a year's close acquaintance with the working of this agreement compels me to recommend that the assembly authorize its abolition, or at least the incoming executive committee should be instructed to retire from it as promptly as possible after an investigation of the matter satisfies the committee that this would be a wise course. If a simple bonding system for our protection could not be arranged.

### LOAN ACCOUNT

In the days of our prosperity the national body lent to the different divisions the sum of \$10,258.30. Of this amount there is still due \$6,968.01. If this money is paid to the national body there would not be one cent of indebted-

ness due by it. During the past year we have endeavored at various times to so help the different divisions by reducing the amount deducted for repayment of loans in order to tide them over in what has been a very hard year. Without citing particular cases and going into the matter in length the executive committee has considered each particular case and treated each case upon its merits as it arose. We have tried to be just to all and to remember the difficulties under which the divisions were laboring. Considering this \$6,968.01 as an available asset, if the new administration desires to collect the same, it will have more than a sufficient amount of money to pay all that is due. The retiring executive committee has never pressed the divisions too harshly for these payments. In this connection it will be well to recollect, that those divisions which have done nothing in the way of League work have accumulated some balances in their treasuries; but on the other hand those divisions which have worked hard are in debt with the one exception, of Pennsylvania. This fact should be recollected in whatever criticism is made upon the management of division finances.

### CURTIS MONUMENT

During the latter part of the year several communications which are attached hereto, concerning the Curtis monument, have been received by me. Carrying out our plans to retrench as much as possible, I did not think it proper for the out-going executive committee to bind the new administration to any definite sum for this most commendable work. It is a matter that should be taken up in order and treated as liberally as our finances will permit.

### THE NATIONAL MEET

The national meet of 1900 was held at Milwaukee and in view of the situation there at the time this meet was held and in respect to the memory of one who has taken his place in the great beyond, it is better to let the dead past bury its dead. I do not feel like commenting upon the Milwaukee meet. It is gone and let it be retired as one of those things about which we care not to discuss.

### THE FUTURE OF THE ORGANIZATION

As all of you know that the past year has witnessed a great decline in the sport of bicycling. By that decline the League has suffered tremendously. You must recollect that a few years ago by a system of prizes offered for obtaining members for the League, our growth reached phenomenal proportions. It was a sort of hot house or exotic growth and not natural or healthy. Our expenditures grew and were based upon the hope that this growth would be permanent. It was far from permanent and we have most seriously felt that what I say is the fact. As the membership fell off this year it became necessary to cut down our expenses to the very last notch. The expenses of the national headquarters at Boston have been reduced one-half. All appropriations to the press, highway, side-path, touring committees were cut off. The divisions have received what belonged to them.

### INSURANCE

The executive committee at the first meeting held after the national assembly of last year adopted a plan for the insurance of its members. The first lot of policies were distributed and sold for almost actual cost to the members. The difficulties met by reason of the various insurance laws of the different states have prevented a further development of the plan. It has its good points and its objections. It has ceased to be used because of those difficulties and the members do not seem to be willing to avail themselves of the privilege.

### REORGANIZATION

Before I speak of this let me say one brief word which is in the main taken from a friendly editorial of a month ago. For twenty years, without thanks or remuneration, the League of American Wheelmen has been laboring for the improvement of the public roads. It has been traduced by the very class for whose benefit it has worked. Undiscouraged by repeated failures, this great organization of wheelmen drafted a series of resolutions for presentation to the national parties, praying that a "good roads" plank be incorporated in their respective platforms. But a partial response was made to that request. There is no reason why the roads between cities like Philadelphia, New York, Boston, Albany, Baltimore and Washington should not equal those of France. Moreover, the farm-



ers should not leave the matter entirely in the hands of the wheelmen. The latter are benefited by good roads only in their hours of recreation, while the farmers are greatly benefited financially.

The League of American Wheelmen merits the support of every cyclist in the United States. Its excellent work in times past is alone enough to earn for it the indebtedness of all who ride the wheel; but we do not simply point to musty records as a reason why you should join. Quite to the contrary, if the League never has had a past, it would merit support because it now bestows upon its members. As the only national wheeling body in the United States, whose objects are not the control or the pursuit of sport, it has large undertakings in hand that when accomplished will mean increased advantages and privileges for wheelmen, and no cyclist should hesitate to contribute his dollar to the work whether he is able to contribute personal energy or not. The League needs money and workers, not as a charitable but as a fraternal organization, and both should be rapidly forthcoming. If the wheelmen will but think on the matter they cannot escape the rebuke of conscience for having enjoyed the fruits of the League's harvest without having contributed to the sowing, and such as these should respond at once to the League's call for new members.

In view of the innumerable organizations now demanding time and money, those only deserve to survive which can give the best of reasons for an existence. It is material therefore to inquire, if there is need of a national organization of wheelmen. An answer to this question will give some idea of the lines on which the organization should be formed, if at all. First, road improvement has become a national question. Second, cycle paths and touring are in their nature inter-state, if not national in character, because of the long distances wheelmen ride. Third there are inter-national and inter-state cycling matters needing attention. These and other similar matters of importance can be attended to best with the aid of a national organization. If these affairs are of sufficient importance to demand the serious consideration of men of maturity and good standing, then a national organization, so organized as to promote these interests, deserves our support otherwise not. I think they are. But in order to be a national power the organization must have a large membership, extending into all parts of the nation. The question is, how to get the members. There are many things of purely local importance to be done. It is the doing of these things which impresses the average wheelman most. If they are not done by organizations which have affiliations with a national organization, independent local organizations will be formed to do them. These independent local organizations will be given the preference, and very few wheelmen will give their support to them and also to a national organization, however deserving. That is the condition in which we are at present. Local organizations are supported by wheelmen to the exclusion of the national, because local independent organizations have attended to local affairs better, and in that way closer to the individual wheelman.

If my premises are correct they indicate in a general way how we should organize. They indicate the need of something like the political organization of the United States—something more like, perhaps, the most powerful fraternal societies, or in a familiar phrase to us "local organization." The national organization should not be complicated, should be comparatively inexpensive and limited to a few well-defined national functions. The local organizations should recognize states and sub-divisions of states, and should be as free as possible from national dictations. Most of the money collected of members should be spent by the local organizations for local purposes, and, as far as possible, all our efforts, both national and local, should be for the exclusive benefit of members. The income should depend upon small contributions from many members. A national organization of wheelmen in United States which answers the demands for organized effort made apparent by numerous local organizations, would have enough members so that a small annual fee from each member to the national body would furnish abundant funds for the national treasury.

Members of the national assembly will recollect that at the last meeting of the assembly a committee on revision or reorganization was

elected by the assembly and that committee has had several meetings and will have a report to make to you for your consideration. The main question in the committee is whether our old system of divisions should be abolished or whether we should have what might be called sectional divisions, that is, to divide the country into sections, grouping one or two states in division No. 1, No. 2, No. 3, etc. A very thoughtful editorial in the Cycling Gazette of Thursday, February 7, 1901, treats the subject in a calm, dispassionate manner. The discussion there is so well put and exactly upon the lines I had intended to discuss in this report, that I strongly advise each member of this assembly to carefully read and think what is said in that editorial. For that reason this part of the subject will be dismissed with but suggestion. On the other hand, we must all recollect that the foundation of the League is its divisions. State pride, self-government, home rule, and such matters strongly control the workings, aims and objects of our workers. All I ask of you, then, is to do this. Consider the good of your organization and let this discussion which we will have be with the one aim, the prosperity and the good of the League.

#### RACING

The last year witnessed the first year that bicycle racing was said to be run free from the control of the League. In the correspondence received by your president during the past year time and time again I have been urged by members to again advocate that the L. A. W. re-enter what is known as the racing game. My uniform advice has been not to touch it. We want none of it. During the time the League had control of racing it derived not one cent of profit from it. It simply obtained enough money to pay the expenses of the chairman and the racing committee. Personally, I should advise most strongly against any attempt to re-enter the field of race control. We desire the N. C. A. to prosper in its chosen field and do not wish to interfere with it in the slightest degree. In speaking thus I think I speak for the great body of the League of American Wheelmen.

#### A WORD OF FAREWELL

The past year has been one, I must confess, of great disappointment. In spite of visits to different divisions, incessant urging and pleading with those at the head of the state organizations it has seemed to be impossible to get anything done. We have not had the means to make a great stir in the world. We have tried to live within our income and at this end of my term as president, in looking over the past year, there are many regrets. I cannot say that the disappointment has been altogether unexpected because at the very beginning of my term as president, what is commonly known as a slump in wheeling had begun. That such was the case was written in letters large and strong upon the face of things. Therefore, although no man can lay down the reins of the government of an organization such as the League without wishing that those things which had taken place contrary to his hopes had been otherwise, yet one cannot help remembering the many faithful friends who are exact in the same situation. I bring to mind many whose life work in this particular direction seems to be without any particular point to which they can look for hope. At the same time it is in the nature of human things to hope for better things to come. If we lived without this hope the world would have no attraction for us. The League needs at its head someone who can give his entire time and attention to its work and one who can devote to the work energy without taking it from the labors that supply him with his daily bread. There are many among us here today who have stood by the League for nearly twenty years. Some of us have been interested in League work a shorter time. In all the years that have passed many firm and undying friendships have been made. For me personally my interest in League work will never cease, and I trust as time goes on to show that interest by always attending a national assembly and assisting our much beloved organization. I do not retire from this office with rankling disappointment, but rather as one who retires from labor to rest and from troubles to peace. I take with me many recollections of gratitude and of precious memories to the friends who have been kind and true. It only remains for me to bid you all an affectionate and final farewell and to express the hope that the path of the in-coming chief executive will be both peaceful and prosperous.

CONWAY W. SAMS.

#### Secretary's Report

One year ago we had a membership of 50,572. Today we number 24,328, which is a trifle less than half of the 1900 record. On all things cycling a chilling frost seems to rest. At one time we had 58 cycling papers in the United States. Now we have five. Forty-five manufacturing concerns have become one. The L. A. W. has felt the falling off of interest in cycling affairs, but to no greater extent than kindred institutions. Society took to the wheel and brought in its train that great horde of individuals that always follows where society leads. Our membership went above a hundred thousand. Society is now playing golf and its train of followers trails along behind.

We do not believe the work of the League is done, nor do we believe it is time for us to abandon our efforts. It may be that we shall never see a hundred thousand members again; but there are thousands who will remain with us to help us in creating a public sentiment which will lead to better highways and to aid our efforts in securing those rights which will be denied us in the absence of organized endeavor. The greatest hindrance to our progress today is the apathy of those who have been workers and are still with us. Too many have lost heart. We need to brace up our own people and give them courage to resume the interest they once felt.

The auditor's report gives a full and complete review of the financial history of the year and we need not repeat it. A few comparisons may be of some advantage.

	1901.	1900.	Loss
New York .....	5,353	10,388	48.5
Massachusetts .....	5,173	10,031	48.5
Pennsylvania .....	5,034	12,033	58.2
New Jersey .....	1,434	2,946	54.8
Ohio .....	947	2,403	60.6
Connecticut .....	859	1,294	33.7
Rhode Island .....	782	1,408	44.5
Michigan .....	746	1,677	55.6
Maryland .....	601	943	36.3
Wisconsin .....	506	824	38.1
Total .....	24,328	50,572	53.9

Our total income has been.....\$27,906 23  
Last year it was.....73,941 01  
We have credited the divisions from dues 12,511 80  
Last year we credited.....29,609 25  
Created national treasurer from dues.. 8,477 70  
Last year we credited.....17,626 50

Our arrangement with the Canadian government for the free entry of wheels has been abused this year, as it has been in all previous years. It has been a decided advantage to many members, but we have been imposed upon and defrauded by those who have used the privilege and put us to heavy charges by their default. We are under great obligation to the Canadian Wheelmen's Association, which has been our surety to the government and made the arrangement possible. It is not likely that we can continue the agreement on the old lines the coming year. Some such arrangement as this with proper guarantees to the L. A. W. from those who take advantage of it would be a thing most desirable.

The C. T. C. arrangement is working well. It has given us many new members and has been of great advantage to all who have gone abroad with our tickets. We have had but two cases where duty has been demanded of us and in both instances the members have promptly paid the money.

The periodical department shows a small profit. A good business has been done and members have been able to save a great deal by employing the department.

Many ways out of our dilemma have been suggested and all of these should be carefully considered. To our mind the consulate is our best resort. We need to bunch the members, to get them close together. They should work shoulder to shoulder. They should be able to consult one with another. In the larger states it may be well to continue the divisions, but they should be run in connection with the consulates. In the smaller states the divisions should go and the consulate should come. The consulate should have a drawback on the dues. We believe the local organizations will be our salvation.

ABBOT BASSETT,  
Secretary.

#### L. A. W. Membership Figures

Alabama .....	11	New Mexico .....	1
Arizona .....	5	New York .....	5,353
Arkansas .....	4	N. California .....	29
Colorado .....	133	N. Carolina .....	14
Connecticut .....	859	N. Dakota .....	5
Delaware .....	48	Ohio .....	947
Dist. Col. ....	150	Oklahoma .....	1
Florida .....	9	Oregon .....	31
Georgia .....	26	Pennsylvania .....	5,034
Illinois .....	321	Rhode Island .....	782
Indiana .....	196	S. California .....	153
Iowa .....	176	S. Carolina .....	3
Kansas .....	57	S. Dakota .....	8
Kentucky .....	215	Tennessee .....	35
Louisiana .....	7	Texas .....	35
Maine .....	337	Utah .....	15
Maryland .....	601	Vermont .....	36
Massachusetts .....	5,173	Virginia .....	50
Michigan .....	746	Washington .....	29
Minnesota .....	281	West Virginia .....	34
Mississippi .....	5	Wisconsin .....	506
Missouri .....	247	Wyoming .....	4
Montana .....	17	Foreign .....	47
Nebraska .....	35	Miscellaneous .....	5
Nevada .....	1		
N. Hampshire .....	82		
New Jersey .....	1,434		24,328

#### Report of the Touring Committee

Despite the contraction of expenses almost to the vanishing point, and the discontinuance late in the summer of the appropriation, the work of the touring department has been carried on without a break up to the present time. The scarcity of funds interfered, it is true, with the expansion of the work as outlined by the chairman at the beginning of the past season, but no intermission in the task of giving information to inquirers was occasioned thereby.

To give more detailed information as to tours, distances, character of the road, grades, etc., and to be able to furnish it more promptly, a system of printed routes, covering most of the large eastern cities, was devised, with the ultimate object of some day combining them into a handy route book for sale or free distribution to League members, as the exigencies of the treasury might demand or allow. This has been found impossible owing to the scarcity of funds and the desire of the chairman to incur none but absolutely necessary expenses.

The demand for the through routes already prepared has demonstrated the utility of the scheme. The plan of having them set up in type and kept standing allows of corrections being easily made. The work has been so systematized that information has been furnished promptly, and many expressions of approval have been received from those who have been enabled to take long distance tours with their aid. In our opinion the work carried on on the present lines, but on a somewhat broader scope, will give results which in the end cannot fail to benefit the League.

During the year propositions were received from both the German and Italian touring organizations looking to the consummation of agreements for the exchange of touring courtesies between them and the League. After much correspondence all points of difference were successfully overcome with the exception of that providing for the free entry of wheels through the respective custom houses. Pending an agreement on this point the negotiations were temporarily discontinued. It is hoped, however, that, when the subject is reopened in the spring, an agreement satisfactory to all concerned will be arrived at. In the meantime, by virtue of the League's alliance with the Cyclists' Touring Club of England, L. A. W. members touring in Germany and Italy are entitled to many of the benefits and privileges to secure which is the object of the proposed agreements between the League and the foreign associations mentioned.

Your committee has taken the initial steps toward popularizing touring in the direction of Buffalo during the coming season. The department of publicity of the Pan-American exposition has been supplied with much data concerning routes leading toward the exposition, and this information is to be incorporated by that department into neat pamphlets and scattered broadcast. It has been suggested that the more prominent routes leading from other large eastern cities to Buffalo be printed in the L. A. W.



MAGAZINE, and if the editors of that publication can be induced to devote the necessary space, the suggestion should be acted upon by the next chairman of the touring committee. In this connection it would be well if the hotel committees of the various divisions traversed by these routes should, before the opening of the riding season, appoint official hotels in the principal towns on the routes where they do not already exist. Such hostelries, combined with the official repair shops and local consuls already located, will prove a great convenience to the hundreds of League members who will doubtless tour to the Pan-American exposition during the season.

The official hotel bugaboo bobbed up, as usual, quite frequently during the season. Complaints as to scarcity of L. A. W. hostelries and inability of tourists to secure reduced rates at houses which were scheduled as official, were numerous. The inn-keepers claim either a failure on the part of the division officials to renew expired contracts or insufficient touring business to warrant giving reduced rates. As the hotel system is at present conducted, it is beyond the power of this committee to remedy this state of affairs; and it would seem that until the appointment of official hotels is taken up on a national basis and the roads generally are greatly improved (thus tending to make touring much more popular than it is a present), these complaints will continue. A satisfactory hotel system certainly cannot be established in a territory whose roads are usually in such conditions as to preclude the possibility of comfortable travel a wheel.

Through the courtesy of ex-President Keenan this department has come in possession of much data—road books, maps, etc.—relating to touring in foreign countries. In addition, the secretaries of several of the foreign touring associations have from time to time supplied us with literature of the same character. These, combined with similar matter which will doubtless be collected in the future, will form an excellent nucleus for a library of foreign and American touring literature.

Much time could be saved if the various divisions which have issued road books and maps could be induced to keep small supplies thereof on sale at the office of the chairman of the touring committee, the proceeds of same to be forwarded to the various secretary-treasurers of divisions at the close of each calendar year, or oftener, if necessary. Very respectfully,

GEORGE M. SCHELL,  
Chairman.

#### Highway Improvement Committee Report

A trifle less than a year ago I was appointed chairman of the national highway improvement committee, League of American Wheelmen. I need not assure those who knew me that I neither asked for or expected this, the highest position existing in the L. A. W. It was an honor I never dreamed of, it was a task I could not see my way clear to undertake, and it was only after consultation with my business associates and personal friends, and serious thought upon the subject that I accepted the office and its many tasks. The committeemen of past years were reappointed as they were most highly recommended, in some cases by themselves, in the majority of cases by others. My first act was to endeavor to secure documents, negatives, photographs, lantern slides, pamphlets, books, lists, etc., which have cost the L. A. W. many thousands of dollars, of which up to and including this date I have never received one item, although your chairman, your president and your legal committee have all, I am told, endeavored to secure them.

After the last annual meeting I was requested to appear before the executive committee at a meeting held in the Astor House, New York City. This I did, and was surprised when I was asked how much money I wanted, being told that \$5,000 had been appropriated in the past, but that, of course, it would be impossible to give as much as that now. More as a joke than otherwise I said that \$500 would be all I needed. This sum was appropriated. As soon as this act was consummated apparently the news spread far and wide and from the many calls upon me for varying sums it was apparent that everybody felt that this money was on call and needed badly.

In the majority of cases I have not yet been able to discover just what for or in what way

the L. A. W. would benefit by the expenditure at sums requested. Before your chairman knew it (working in conjunction with another national committee) he had involved the League in an expenditure of \$25.00. Money due to a stenographer who was not, of course, working for glory, and probably had no knowledge of the League or its good works. This expenditure and the sum of \$14.00, which covered postage on the stenographic work above mentioned, is covered by voucher from the stenographer and from the postmaster. This amount, \$39.00 in all, covers the only sums of money chargeable against the fund of \$500 and these are the only vouchers signed by the chairman of the highway improvement committee. All other money expended running into several hundreds were in accordance with the custom always lived up to by your chairman spent from his own pocket as a slight evidence of his sincerity and desire to promote the cause of good roads. Much has been accomplished as you all know, through the press of the United States. Through the efforts of your committee and other good roads workers, attached and unattached the cause has been pushed to the front within the past year until now it is becoming a popular movement, something your chairman hardly hoped to live to see. Newspapers dignify it by giving it a place of honor in their pages, having taken it from the realm of sporting news under which head it has stagnated for years. The editors are now constantly booming it in the best and most influential newspapers in the United States, magazines devote many pages to it and illustrations on the subject are used freely. Politicians who are always quick to see the trend of public opinion are beginning to sit up and take notice. State officials have already been elected with the good roads plank the most prominent in their platforms. Increase in appropriations for state aid are assured, and were it not for a certain element now at work with our national representatives a national aid law would be secured, and an appropriation made this year. The initiative in the good roads movement as well as in the state aid laws and the proposed national aid law is due and is credited to the League of American Wheelmen, but we must not forget when we swell with pride that we needed and received in the past, we need now and can secure in the future the very efficient aid of the agriculturalists, the riders and drivers, automobilists and the good roads cranks, attached and unattached in all portions of the United States, and in our selfishness we must not injure the great cause now about to receive the recognition until now held back to the detriment of every interest in the United States by demanding that the money and influence be put in our hands, the L. A. W. to receive all the credit the others to share only in the work, the L. A. W. to stand alone the others outnumbering us a thousand to one and exerting an influence today far stronger than the L. A. W., because such a course will prove as it has proven in several instances within the past year disastrous and give the good roads cause a back-set so far reaching as to discourage the most faithful and energetic of the workers. I cannot find words forcible enough to impress this upon you. My fear is not groundless as acts committed in several instances by prominent L. A. W. men have already worked such serious injury that it will take months, perhaps years to overcome the effects of these acts. The most powerful body ever dreamed of has appeared within two years. The constantly and wonderfully rapid improvement of the automobile is building up in the United States a number of clubs. These clubs have already banded together, forming an association which contains the most prominent, the most influential, and the most wealthy men in the nation. For the first time in their lives they are beginning to realize the frightful condition of our highways. A good roads crusade is their first thought. They meet and raise in a single meeting thousands of dollars to aid the fight for highway improvement along the very lines upon which the true good roads workers have labored for years, struggling on, however, without a helping hand even from the majority of their fellow members in the League of American Wheelmen.

When the L. A. W. regained its sanity and dropped racing from its control, a sport that had for years been dragging it down, a sport that had become so rotten that now it is claimed racing men are hired like laborers by the day, the sport in which the highest authorities have

assured your chairman the amateur is only an amateur until he is found out, and further that amateurs are the worst cheats and more addicted to underhand work both on and off the track than known professionals. The writer personally has no legal knowledge of these facts, but has the word of those who have been intimate with its innermost secrets and whose have never been questioned. When this evil smelling sport was cast into outer darkness the League to my personal knowledge secured many men of high standing in the community. Losses were and are mainly made up today of men who joined it to further personal interests, politic or financial, together with a large number drawn in by prize packages of various and sundry styles. The sidepath also has had much to do with the decrease in membership. This is a subject your chairman has been deeply interested in for many years, and together with Isaac B. Potter (the most prominent good roads advocate in this country) fought it for years, foreseeing just what has come to pass. Don't misunderstand the past or the present position of good roads men who have carefully investigated and thoroughly weighed the matter from every point of view. When a few years ago opposition to sidepath measures were withdrawn by these men who are for good roads first, last and all the time, it was done simply that they might prove an object lesson and by the advantage ocularily demonstrated that a smooth, hard, properly drained roadway would remain good throughout all seasons of the year, sidepaths would thus prove a lesson of such value that opposition to good roads of every character would be withdrawn. They recognized in doing this that a very great number of those whose

#### APPLICATION FOR MEMBERSHIP IN THE L. A. W.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue, Boston:

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. Magazine, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town.....State.....

Cycle Club.....Write references on margin below.

only aim in life is the betterment of self would undoubtedly advocate class legislation which would soon, as is invariably the case cause bitterness against not only the self-centered cyclist, but others who had aided in securing the sidepath which, of course, we all recognize is a necessity under the present conditions. That your chairman is no antagonist to the sidepath movement is well known to many, certainly the fact that on Long Island years before the sidepath bill of New York state went into effect, he aided personally and secured aid from others for the building of sidepaths not only along existing highways, but across country where such paths were needed by the residents for business purposes, or in making tours more pleasant. In later years when his connection with the railroad company gave him the opportunity, material was supplied and even financial help given to build and maintain sidepaths. When this sidepath bill was in a fair way of being defeated in New York state, your chairman spent much time and money in gaining the necessary influence to push it through and obtain the governor's signature. This is a matter of history and is only mentioned in the endeavor to help the L. A. W., and if possible properly place before the representatives here present the danger now threatening. The first move for national aid was naturally made at the conventions of the two great parties. With the aid of powerful political friends of the L. A. W., among others George R. Bidwell, collector of the port of New York, an old-time good roads man, probably did more than any other one man to aid your chairman in securing a plank in the platform of the republican party. The plank was not any of the numerous planks proposed by the high-

#### RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue Boston:

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number.....Date of Expiration.....

Name.....

Street and No. or P. O. Box.....

City.....State.....

City and Division in which my home is and to which I should be attached.....

My name will be stopped at date of expiration. You have 60 days in which to renew.



way improvement committee, but nevertheless was a great step forward, as it secured for the first time recognition by a national convention. Your committee failed to secure a plank in the democratic platform, although the efforts made were even greater. The writer feeling that this convention should know the efforts made and the reason of failure begs to report as follows: Another L. A. W. national committee offered to assist in the great work of securing platform recognition and selected the democratic party. When your chairman found that this committee had placed its reliance entirely on one faction in New York state, whom the chairman felt sure would not be a power in the convention he felt in duty bound to go among his friends and the friends of good roads in that wonderful political organization, whose home address is New York City, a number of men were secured who promised every aid in their power so that at Kansas City with the above mentioned and the aid of prominent politicians in the west and south, thirteen strong men and leaders were endeavoring to secure a good roads plank. Among the platforms presented for consideration to the platform committee were seven which contain strong good roads planks. Your chairman was in constant touch with the convention, and up to the time the platform was finally adopted was assured that the good roads plank would have a place. The peculiar conditions which came up at Kansas City resulted in a platform which the closest personal friend of the New York democracy's leader, who was with him at Kansas City assured your chairman, resulted in a platform which left out not only the good roads plank but at least three other planks which had been accepted by all factions, at least two of which were of the greatest moment, and none of these planks were left out purposely but all by accident. Later I received a number of letters on this same line, proving conclusively that this was the case. The L. A. W. today has in congress and in the senate, and among the politicians who control in a majority of the states, strong friends of the good roads cause. A properly directed effort without the slightest taint of desire for jobs on the part of those pushing the matter will secure for the United States national aid. In the river and harbor bill millions have been appropriated, and a national aid law on similar lines cannot be opposed on the ground that it interferes with states rights, on the contrary every state would demand its support as it would assist in developing the resources of each state, and hence will secure in the only feasible manner the object for which we have fought so long and to which the L. A. W. should devote all its strength and all its influence, and in doing this must be extremely careful to allow no man who endeavors to advance his personal interests to have anything to do with pushing the matter either in state or nation.

With hearty thanks to my fellow committee-men who have in many cases done much, and with equally hearty thanks to those who while not on the committee have used their best efforts to push the good roads cause, I respectfully submit this report.

H. B. FULLERTON.

#### Rights and Privileges Committee Report

Your committee on rights and privileges begs to report that during the past year no matters of importance have been brought to its attention. The chairman has furnished information concerning the legal status of wheelmen and attended to routine matters of that kind.

Soon after the appointment of the chairman of this committee he endeavored to collect data from which to secure material for the publication by the L. A. W. of a pamphlet covering the rights of wheelmen and kindred subjects. He addressed communications to the chairmen of the various division committees on rights and privileges and received very many replies and has in his possession a great deal of valuable information upon the subjects referred to. A large mass of similar data was also furnished your committee by President Sams.

Difficulties which subsequently arose, however, precluded the idea of incurring the expense incident to such a publication and the project, for the time being, at any rate, was therefore obliged to be abandoned.

The fact that this valuable information is in the desk and mind of the present chairman of this committee is advanced not only as an evi-

dence of good faith and in order to show that your committee has done some work, but more particularly as a public and sincere acknowledgment of the ready response and efficient aid afforded your committee by the various state divisions.

All of which is respectfully submitted.  
HERBERT W. KNIGHT,  
Chairman.

#### Report of the Press Committee

During the past fiscal year we have continued, insofar as we were able, the work of giving publicity to the happenings, objects and hopes of the organization, on the same lines as those of the previous year and which met with your approval.

This consisted in issuing a press bulletin once each week until the first of October, when expenditures were ordered stopped by the executive committee and funds for printing, postage, etc., were not available. Supplementing this the "syndicate" or "plate matter" associations were provided with regular and special matter according to requirements.

The weekly press bulletins were sent to 600 of the leading daily papers throughout the country and the syndicate matter was furnished for use in the smaller dailies, weeklies and monthlies. In this way the work of your committee was sent to the largest possible number of papers. No telegraph service was used as none was necessary.

Let us say, not in excuse but in deprecation, that your committee has not been, at all times, satisfied with the class of matter sent out. For long periods at a time we had literally to "make something of nothing." We presume that you do not care to have us discuss the causes of a lack of news and will refrain from doing so.

Whenever it has been possible, we have offered suggestions and services to assist in the general work of the organization and beg to cite, as one example, that we suggested the proposed good roads planks in the national party platforms, giving our plan for the necessary work in this direction, to President Sams and he, in turn, sent it to the highway improvement committee with his approval. Thereafter we assisted the highway improvement committee in following the suggested plan to the full extent of its adoption by Chairman Fullerton.

It is not our desire to make criticisms in this report; we are satisfied in saying that we have endeavored to do our duty conscientiously. We wish to particularly thank the members of the executive committee, Secretary Bassett and Treasurer Tattersall, for their earnest co-operation throughout the year, and we express our gratitude to the members of the assembly for the confidence they have reposed in us. Yours respectfully.

THE PRESS COMMITTEE,  
Geo. L. McCarthy, Chairman.

#### Report of Membership Committee

In reviewing the events of the past year, it is the privilege of your committee to make what might prove to be the briefest report in our history, as only one case has been referred to us for action and this one in the nature of a protested application for membership. This case, however, proved exceedingly troublesome and led to a great deal of correspondence and personal investigation (covering a period of nearly three months), before a satisfactory decision could be reached, the protest being finally dismissed and the applicant admitted. In this case, as in a large proportion of protests received during the past few years, the charges were proven exceedingly trivial and actuated by purely personal animosities, and your committee would therefore recommend that some provision be made for procedure against members who enter false charges against either member or applicant, which is not now provided for in our laws.

Several communications have been received recommending the incorporation of the League, and one appeal that the word "white" be stricken from the constitution. The former matter being now in the hands of the proper committee and the latter having been many times before you for consideration, your committee deem it inadvisable to make any recommendations at this time. Respectfully submitted.

W. A. HOWELL,  
CHAS. W. MEARS,  
Committee.

#### The League of American Wheelmen

Is an organization to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways by promoting in the public mind a sense of the utility, general economy, and desirability of high-class roads, and persuading legislators to make laws and provide money to create better highways. We have influenced, already, very much legislation, but our work is no more than begun. We need the influence and the contribution of every wheelman to further this work.

We protect our rights and promote our interests by influencing legislation favorable to wheelmen, and by opposing the same if prejudicial to our weal.

In brief, we seek by co-operative endeavor to secure results not otherwise obtainable.

We invite every man of good character who rides a wheel to join us in prosecuting the good work we have undertaken.

Every full-paid member is entitled to the official organ, which is published monthly.

By co-operative endeavor, we publish road books, maps, hand books, etc. The work of collecting and compiling is done by our zealous members and thus we do the work at small expense and give our members the benefit.

Our Hotel system gives to members a discount at hotels when traveling.

Our Consul system provides a man in every town and city whose duty it is to assist touring members. Our spirit of fraternity unites wheelmen in a common brotherhood.

Our system of Repair Shops secures repairs to League members at reduced rates.

Our agitation and work in the legislatures of different states has given to wheelmen the free carriage of wheels as baggage on the railroads. Our work in this direction is incomplete. We have done much, but much remains.

Members in the L. A. W. entitles one to receive a ticket of membership in the Cyclists' Touring Club of Great Britain. The C. T. C. has a very complete system of hotels, consuls, repair shops, etc., in Great Britain and on the Continent, and the use of these at reduced rates, is at the command of ticket holders. Holders of the C. T. C. tickets can obtain free entry of their cycles into France, Germany, and other continental countries, but if they intend visiting Belgium, Switzerland, Italy or Austria, it is recommended that they become members of the C. T. C. The latter countries require that the ticket must contain photograph of the holder and the official stamp of the C. T. C., which must be applied at the London office. Great Britain has no customs duties on wheels.

We have an arrangement with the Canadian Government, whereby members of the L. A. W. may take wheels into Canada, for a period not to exceed three months, without a deposit of money for the duty. The L. A. W. personally guarantees the return of the wheels to America and thus stands behind the member. Non-members must deposit \$25.00. We supply, gratis to members, a ticket of membership in the Canadian Wheelmen's Association, which will secure hotel and consul privileges in Canada.

Our Touring Department collects and distributes information regarding routes and tours, and its services are at the command of our members at all times.

If the L. A. W. should do nothing for wheelmen for many years, there is not a wheelman in the United States but owes it his support for what it has done in the past.

It costs two dollars for the first year. One dollar for each year thereafter. These amounts include a yearly subscription to the official organ. If the paper is not desired, send 25 cents less in each case.

#### L. A. W. Touring Department

In the belief that the work of the national touring committee consists not alone in the furnishing of route information to those L. A. W. members who ask for it, but that an effort should be made to popularize this most charming means of spending one's vacation, we have obtained the consent of the editors of the L. A. W. Magazine to publish from time to time such outlines of routes as we believe to be best adapted to inspire in the average wheelman—

and wheelwoman—a love for this exhilarating pastime.

The admirable geographical position of Buffalo, combined with the facts that the Pan-American exposition will be held there during the present year and that Niagara Falls and other points of interest to tourists are within easy reach, lead us to believe that many wheelmen will desire to tour in that direction from various sections of the country.

For the accommodation of those living in eastern New York and in the New England states, which section includes a larger proportion of League membership than any section of similar size in the country, we reprint from the records of this department such information concerning routes, distances, quality of surface, grades, etc., as will enable a wheelman contemplating a trip from New York or Boston to Buffalo, to get an idea of the country he will traverse. There may be inaccuracies—there doubtless are some—but as the routes were prepared from information given by those "to the manor born" we believe that even the most exacting will agree that the information given is in the main correct.

Boston and Massachusetts riders in general will connect with the New York-Buffalo route at Albany.

#### NEW YORK TO ALBANY

(Sidepath tags are necessary in touring through New York state. They may be procured from John S. Clark, secretary-treasurer, New York division, Vanderbilt building, New York City, for 50 cents.)

NEW YORK—Starting at Central Bridge (over Harlem), at head of Seventh avenue, cross the bridge, continue straight on up Jerome avenue over good macadam, to Farnham Landing road (3.28 miles, where road to Boston turns off), and still straight on past end of trolley at Woodlawn Cemetery Gate and on still for 21-100 mile to first road to left (Moshulu avenue, 5.75 miles from S. end of Central Bridge); T. L. and down long hill, cross at grade over R. R. and over short hill to Broadway, all excellent macadam; T. R. and up Broadway, over rough macadam to top of Mt. St. Vincent (1.15 miles), where asphalt begins (Yonkers City line), and trolley tracks cross from side to middle of roadway; on down hill to fountain (62-100 mile), where take left fork of road over hill to Getty Square (business center of Yonkers), Getty House on right near R. R. station (1/2 mile).

YONKERS (9.80)—Continue on taking left fork of roadway (only asphalt roadway to trolley track crossing in front of City Hall (Old Manor House), (15-100 mile), where T. R. and follow trolley (Warburton avenue) to end of asphalt, and still on over excellent macadam to end of road at Broadway, Hastings (4.63-100 miles).

HASTINGS (4.78)—T. L. into Broadway and follow that road on good macadam, through Dobbs' Ferry, Irvington and Tarrytown to Brick Church above Andre Monument, 6.32 miles. At brick church the road turns down hill to left (this sharp fall may be avoided by going down Beekman street to left one block and then T. R. on more gradual fall onto Broadway again in sandy hollow). Continue straight ahead in Broadway, past the Old Dutch Church and up hill and on over several grades, to

SING SING (12.88), at the bank, corner Main street and Croton avenue. Continue down hill along the side of the bank on the Post Road, hilly, poor, dirt road, to

CENTREVILLE (9.50)—Turn at hotel to right onto Washington avenue and continue to South street, Peekskill, where turn to right to post office.

PEEKSKILL (3.24)—Continue ahead on Division street to Highland avenue and follow on through Annsville, dirt, poor, hilly, 4.62 miles to chapel; continue on cut rock road down to the cross road at the foot of the mountain near the river, then turn to north, dirt road, fair, to GARRISON (7.93)—Still on macadam, to

COLD SPRING (2.50)—Straight ahead to Fishkill Village seems better than direct road to Fishkill, when going north. Passing through Nelsonville, Fishkill Village (old stone church) is 10.50 miles. Grades easy, good road, fine scenery. From

FISHKILL (10.50) continue by road alongside of old stone church, to

WAPPINGER'S FALLS (5)—Then to Poughkeepsie over fine roads, passing the Soldiers'



Fountain, through Market street to Main street. **POUGHKEEPSIE (6.51)**—T. L. to Washington street and continue straight ahead again on Post Road, good road, some hills, through Hyde Park and Staatsburg, to

**RHINEBECK (17)**—Continue on the Post Road crossing the R. R. and creek just out of Rhinebeck and T. R. through Upper Red Hook and Nevis to

**BLUE STORE (15.75)**—Road fair, rolling country. At hotel, turn to left to Hudson direct through Burden and McKinstryville, to Warren street, Hudson.

**HUDSON (10.40)**—Road fair, level and then rolling. Turn down Warren street to North 4th street, 0.53 mile, and then by Carroll street and Short street, passing Underhill Pond, following telegraph poles, fine slate road, mostly level through Stockport and Stuyvesant Falls to

**VALATIE (14.66)**—T. L. at Valatie just before reaching R. R. and passing water tower and cemetery, continue on sidepath, 8.32 miles to school house and plank bridges; T. L. a short distance to white school house, where T. R. and then ahead to

**SCHODACK CENTRE (11.90)**—Road level, dirt. At brick hotel, bear to left and take Columbia avenue, road hilly, gravel, crossing two R. R. to Alken avenue.

**RENSSELAER (5.80)**—Down Alken avenue a short distance to Broadway, where T. R. on asphalt to bridge over Hudson River and cross bridge to

**ALBANY (0.80).**

#### BOSTON TO ALBANY

**BOSTON (Copley Sq.)**—Macadam; good. T. R. Dartmouth street, T. L. Commonwealth avenue, T. R. Massachusetts avenue, over Charles River, Harvard Bridge to Cambridgeport.

**CAMBRIDGEPORT (2)**—Macadam; good. Follow Massachusetts avenue direct to Harvard Sq., passing Harvard College grounds, and on to Porter's Station, North Cambridge.

**ARLINGTON (5)**—Macadam; good. Direct to Arlington and

**ARLINGTON HEIGHTS (1)**—Macadam; good. Arlington Heights to

**EAST LEXINGTON (14)**—State Highway, good. East Lexington at pump T. L. over State Highway at Grassland Stock Farm. T. R. over highway to Concord, T. L. miles. If one wants to visit the historic places in Lexington bear right at pump for Lexington, and after passing Lexington Common take left road, and it joins the State Highway some two miles beyond; then direct to Concord.

**MAYNARD (5)**—In Concord T. L. at Wright Tavern, Main street, direct to Maynard, pass South Acton Powder Mill about half way between points. Cross Assabet River and at once T. L. entering Maynard. Cross R. R. tracks and T. R. old turnpike through Stowe, Mass., direct to Bolton.

**BOLTON (8.7)**—Direct to North Lancaster.

**NORTH LANCASTER (4)**—Follow electric car track over Ballard Hill to Leominster.

**LEOMINSTER (7)**—Keep to left of R. R. and follow electric car tracks to Fitchburg.

**FITCHBURG (5)**—Pass under R. R. bridge to West Fitchburg.

**WEST FITCHBURG (14)**—State Highway. T. R. at Walcott's Corner and continue direct.

**WESTMINSTER (5 1/2)**—Good. T. 2d L. above Westminster Hotel.

**SOUTH GARDNER (3 1/2)**—Fair. Direct road.

**EAST TEMPLETON (2 1/2)**—Fair. Follow telegraph poles.

**TEMPLETON (14)**—Fair. Take road between two brick buildings. T. L. and continue direct. Hard hill to Brooks Village.

**BROOKS VILLAGE (2)**—Fair. Direct road from top of hill in Brooks Village; bear a little to the R. At 4 corners keep straight ahead.

**ATHOL (6 1/2)**—Fair. Follow electric car tracks.

**ORANGE (5)**—Fair. Direct via West Orange, Wendell and Irving.

**MILLER'S FALLS (10)**—Fair. Direct. Dangerous coasting into Miller's Falls.

**TURNER'S FALLS (5)**—Fair. Direct across suspension bridge and follow telegraph poles.

**GREENFIELD (2 1/2)**—Down Main street, L. F. T. R. after crossing bridge (coasting dangerous). Follow telegraph poles.

**SHELBURNE (5)**—Poor. T. R. up hill and follow telegraph poles direct.

**SHELBURNE FALLS (3 1/2)**—Poor. Cross river and follow telegraph poles. Riders had better take cars here for North Adams.

**EAST CHARLMONT (4 1/2)**—Bad. Direct.

**CHARLMONT (4 1/2)**—Bad. Direct; much walking, but good scenery.

**ZOAR (4 1/2)**—Bad. On R. R. tracks; frequent dismounts, but better than the road.

**HOOSAC TUNNEL (4 1/2)**—Fair. Up the mountain to the summit; hard climb.

**NORTH ADAMS (10)**—Good. Take Main street over Furnace Hill. (See below for side trip through Berkshire Hills.)

**WILLIAMSTOWN (7)**—Good. From Mansion House T. R., then direct and cross R. R., then T. L. and go through Pownal.

**NORTH POWNALL, VT. (9)**—Direct.

**HOOSIC, N. Y. (6.9)**—T. L. on to old stone road; direct to Troy via Pittstown and Rye-mertown; fine to poor.

**TROY (25)**—At Troy cross Congress street bridge to West Troy, then follow horse car tracks to Albany.

**ALBANY (7).**

#### ALBANY TO BUFFALO.

**ALBANY**—Take Hudson street to Madison avenue (asphalt) to entrance to Park; T. R. and keep on the right-hand road to Knox street, then Central avenue (brick and asphalt), to Schenectady cycle path; good all the way.

**SCHENECTADY (15.14)**—At National Guard Armory T. R., follow car tracks to college grounds, then L. (asphalt) to end of street. T. R. cross bridge to Scotia. T. L. on cycle path to town. (No riding on side walks.) Follow road to cycle path; good all the way to Amsterdam.

**AMSTERDAM (7)**—Down Main street. Follow car tracks (cycle path is in center of car tracks) to Akin, then side path to Fonda. Road hilly crossing Tribes Hill. Walk up and ride down with care, but not without brakes to Fonda, then through Yost's, Palatine Bridge, Nel-liston, St. Johnsville and East Creek (all on cycle path) to Little Falls.

**LITTLE FALLS (41)**—T. L. and before crossing the river, T. R. and continue on cycle path to

**HERKIMER (7)**, where follow across the Mohawk River and then T. R. through Ilion. Mac-Gowan and Frankfort to end of path at iron bridge over canal to R., which cross and continue to L. on macadam and asphalt through Masonic School grounds to

**UTICA (15)**—At Steuben Park take L. fork, pass Soldiers' Monument and continue after asphalt ends on cycle path to

**NEW HARTFORD (4)**, where path ends. Cross straight on over Sauquoit Creek and take soon after R. fork of road (fair) to

**KIRKLAND (3 1/2)**, and then on good road through Lairdsville, Vernon and Sherrill, where turn L. across R. R. at school house and then T. R. to

**ONEIDA CASTLE (12)**, whence fine road to

**CANASTOTA (6)**—Then straight on over fair but hilly road to

**CHITTENANGO (6)**, and there T. L. to school and cotton mill, where T. R. over good roads through Misenac to

**FAYETTEVILLE (8)**—Fine road here to Syracuse city line (6 miles), and then to Pine street, where T. R. across R. R. to E. Water street, where T. L.

**SYRACUSE (8 1/2)**—T. R. at S. Clinton street and after crossing canal T. L. and cross Onondaga Creek and continue on brick and asphalt to R. R. crossing and then good road, rolling and hilly, through Fairmount, Camillus and Wellington to

**ELBRIDGE (15.80)**—Two miles beyond school in Elbridge take R. fork (poor road) for

**WEEDSPORT (6 1/2)**—Straight on on good road through Center Port to

**PORT BYRON (3)**, where T. L. to canal and T. R. and follow tow-path (poor to fair) to Lyons.

**LYONS (24.70)**—Leave tow-path at Williams street, near R. R. station, and take Water street (6 miles) nearly to Newark R. R. station; T. R. across canal and T. R. before crossing R. R. to

**EAST PALMYRA (9.7)**, where T. L. near R. R. station, cross tracks near

**PALMYRA (5)**, and T. R. to R. R. station, where T. L. without crossing to first cross-roads, where T. R. across both R. R.'s and then T. L. over good level road to

**MACEDON CENTER (6 1/2)**—Straight on over good road to Monroe county line, where cycle path begins and continues through Fairport, Allen Creek and Brighton to Rochester.

**ROCHESTER, City Hall (16)**—Take Lake avenue to Rowe street, to Broezeel Place and T. R. to city line and T. L. there (3.8 miles out) on fine road, nearly all sidepath, through Greece, West Creek, Parma, Garland to

**CLARKSON (19)**—Straight on, through Murray, East Gaines and Childs to

**OAK ORCHARD (22)**, where T. R. at forks and cross Oak Orchard Creek and continue through Ridgeway and Jeddo to

**MIDDLEPORT (8)**, where T. L. and cross R. R. and then T. R. for Gasport and

**PEASE BRIDGE (11 1/2)**—Over fair road. Here T. R. over canal and then T. L. to

**YOUNG'S BRIDGE (2)**, where T. L. over canal and then T. R. to

**LOCKPORT (2)**, where T. R. and one block later T. R. again across the canal to Transit station, where T. R. crossing R. R. and back to cross-roads (3 1/2 miles), with big tree at corner; here T. L. to end of road and T. R. for 3 miles to

**BEACH RIDGE (10)**, where road bends to L. and follow for 1-3 mile and then T. R. across R. R., where T. L. back across R. R. twice and creek to end, and T. R. along R. R. (3.60 miles) and bearing to L. to road to R., where T. R. through Tonawanda across R. R. tracks to Delaware street, where T. L. and over asphalt, follow for 10 miles into Buffalo, through Park and by Delaware avenue to Huron street and T. L. to Main and Genesee streets.

**BUFFALO (16)**

Those desiring information which may enable them to reach the above through routes from their home over the best and most direct roads should communicate with A. D. Peck, 221 Columbus avenue, Boston, Mass., if they live in the New England States, or with John F. Clark, Vanderbilt building, New York City, if they are located in the Empire state.

**GEORGE M. SCHELL,**  
Chairman National Touring Committee, No. 639  
Bourse building, Philadelphia.

#### New York Division

To the Local Consuls, New York State Division:

Now that the riding season is upon us it behooves you as an officer of the division to carefully consider the enlargement of the division membership in your locality and the methods you had best pursue in order to attain this object. It is possible that the following suggestions, combined with your own ideas on the subject, may prove of benefit to you in your recruiting work.

With the exception of those in the five or six largest cities of the state, every consul in the division, appointed up to date, has received a list of the League members in his town. These lists were sent to you with a direct purpose in view, not merely to advise you that John Smith or Tom Brown is a member of the division. You are to personally superintend the renewing of those members who are now enrolled on our membership list; call upon them and by forcible and straightforward argument prevail upon them to renew for the current year. If your list of names is so large that you cannot conveniently attend to this matter by yourself, suggest the name of some active member whom I may appoint a consul to assist you in this work. From experience in the past, we have found that when it comes to recruiting, it takes personal solicitation every time to produce results. The foundation of the division is represented in its present membership, and it is essential that we make every effort to retain that membership before we attempt to enlarge it by endeavoring to recruit new members.

It may be well at this time to exploit a few of the many benefits to be derived from League membership, and at the same time call attention to those advantages of which every wheelman, whether he be League member or not, may avail himself. Through the efforts of the L. A. W. the "Liberty Bill" (passed some 20 years ago) secured unrestricted freedom for all wheelmen on the public streets and highways. To this end, thousands of wheelmen in the state of New York have not contributed in the slightest degree, yet the results of hard and persistent work, and enormous outlay, on the part of our organization and its officers, may be as freely enjoyed by those cyclists as by the active workers of the L. A. W. who labored unceasingly for this object.

The "Bicycle Baggage Bill" which covers the free transportation of bicycles in the Empire state, is another law which has undoubtedly saved many dollars to the touring wheelmen of our state, and which has operated so successfully in favor of cyclists that the railroads are seriously considering the advisability of quietly working for the repeal of this law. The passage of the "State Sidepath Law" and the "Uniform Ordinance Law" was assured through the co-operation of the L. A. W., and the "State Aid Good Roads" law (also passed through its efforts) has been in operation for the past three years. Other laws of lesser importance have been passed for the benefit of wheelmen from time to time, but much yet remains to be done in this direction. Individual effort, however, cannot accomplish this end. It requires combined effort, organized under intelligent leadership, to secure legislation favorable to wheelmen. This should prove one of the strongest arguments in recruiting new members, and should secure the commendation and active support of all wheelmen, as the prime advantage of membership in the L. A. W. is the power of organization and the influence which can be vigorously exerted by an exhibition of its members, energy and determination.

A straightforward appeal to the public spiritedness of the average citizen interested in cycling and its adjuncts, will undoubtedly prove all sufficient to obtain his application for membership in an organization which is ever ready to protect its members against any infringement of their rights and privileges, and which is endeavoring to promote the true and best interests of cycling throughout the country; but to those who ask "What do I get for my dollar" personally and directly, possibly one of the following benefits may prove a more forcible inducement.

A special accident policy issued by the New Amsterdam Casualty Co., to members of the L. A. W., through Secretary Bassett, on payment of 50 cents. This policy is valid for one year and is the most liberal in provision and the lowest in price that has ever been issued. It provides for \$1,000 in case of accidental death, caused by general travel accident and an indemnity of \$5.00 per week for five weeks for disabling injuries received in consequence of accidents while travelling by the ordinary means of conveyance, or if such accident occurs in the collision of a bicycle with some other vehicle.

To expedite the distribution of touring information among League members, a national touring bureau has been established by the L. A. W., the various sections of the country having been assigned to certain members who are well posted and thoroughly capable of furnishing satisfactory information regarding the touring facilities of their several districts.

The national body also maintains a periodical department, which supplies to League members, at cost, any periodical or book published in America or Europe. To a person of literary tastes, much given to reading, this department alone would probably cover his dues for the year, in view of the discount allowed to League members when purchasing through this department.

These constitute a few of the personal benefits which a cyclist derives from membership in the League of American Wheelmen, aside from the satisfaction he experiences in his contributing his dollar towards the support of an organization which is ever on the alert to protect his interests and welfare as a wheelman. The state division to which an applicant is assigned on filing his application for membership also solicits his attention and interest by various benefits and privileges to be obtained from his connection as a member of the division, but upon this subject I will write you later.

In closing I wish to make a direct personal appeal to you to cover your territory thoroughly in behalf of renewals and applications. Some of our consuls do not consider that their appointment carries with it any requirement of energy on their part, but in this they err, as it is only through the medium of the local consuls that the officers at headquarters, including myself, can reach the membership at large. I do not feel that in making this request I am asking too much of you; you have pledged me your support and co-operation in the work of the division, and I merely ask for a substantial evidence of your interest in this work.



Until you hear from me again, "Recruit."  
Yours fraternally,

M. M. BELDING, JR.,  
Chief Consul.

New York, Feb. 19, 1901.

#### New York Division

I hereby give notice that I have today appointed Mr. F. T. Cahill, of Oswego, N. Y., chairman of the highway improvement committee of the division. All matters coming under the jurisdiction of the highway improvement committee should be addressed to Mr. Cahill.

M. M. BELDING, JR.,  
Chief Consul.

New York, Feb. 18, 1901.

#### Pennsylvania Division

Our road bills known as House Bills No. 74 and 75, are now before the road committee and very diligent efforts are being made by some members of the legislature to keep them there, in order to prevent action upon them. Every member in Pennsylvania is earnestly urged to immediately address the members of the legislature representing him in the house and in the senate urging them in a respectful earnest way to use their efforts in favor of these bills. If these measures are passed we shall secure the state appropriation of one million dollars which makes operative the Hamilton bill, and will have accomplished that for which we have so long labored—a proper system of road building and maintenance in Pennsylvania. Do not delay but write immediately, addressing your letters to those who represent you in the senate or the house of representatives at Harrisburg, and always refer to House Bills Nos. 74 and 75. Those members represented in the house or senate by the following named gentlemen are particularly urged to write immediately as these compose the road committee before whom the bill is now under consideration:

Hon. James G. Fox, Chester county.  
Hon. L. C. Baker, Warren county.  
Hon. Thomas Davis, Cambria county.  
Hon. Phillip L. Dunn, Luzerne county.  
Hon. L. S. Fake, York county.  
Hon. L. Fugert, Wayne county.  
Hon. J. G. Gibson, Mercer county.  
Hon. H. O. Hoag, Schuylkill county.  
Hon. Geo. C. Hill, Susquehanna county.  
Hon. John C. Homsher, Lancaster county.  
Hon. M. K. Leard, Westmoreland county.  
Hon. G. P. McCandles, Allegheny county.  
Hon. A. C. McCune, Fayette county.  
Hon. Jno. K. Munkle, Erie county.  
Hon. W. H. Murphy, Montgomery county.  
Hon. D. L. Raymond, Potter county.  
Hon. F. G. Rodgers, Sullivan county.  
Hon. E. H. Taylor, Bradford county.  
Hon. Jno. C. Taylor, Huntingdon county.  
Hon. F. H. Thompson, Butler county.  
Hon. Harry Wilkinson, Bucks county.  
Hon. Wm. S. Young, Clinton county.  
Hon. B. F. Welty, Franklin county.  
Hon. Wm. S. Creasy, Columbia county.  
SENATE ROAD COMMITTEE  
Hon. J. W. Cradford, Allegheny county.  
Hon. J. H. Cockran, Lycoming county.  
Hon. H. H. Cummings, Warren county.  
Hon. R. S. Edmiston, Bradford county.  
Hon. W. Flinn, Allegheny county.  
Hon. M. P. Heidelbaugh, Lancaster county.  
Hon. James H. McKee, Perry county.  
Hon. Myron Matson, McKean county.  
Hon. Wm. E. Neely, Cumberland county.  
Hon. Alfred M. Neely, Clarion county.  
Hon. H. W. Rice, Bucks county.  
Hon. Charles E. Quall, Schuylkill county.  
Hon. Wm. C. Sproul, Delaware county.  
Hon. A. G. Williams, Butler county.

H. B. WORRELL,  
Chairman Pennsylvania Highway Improvement Committee.

P. S. COLLINS,  
Secretary-Treasurer.

#### Pennsylvania Division

##### FINANCIAL STATEMENT.

(From November 1, 1899, to November 1, 1900.)

RECEIPTS.  
Cash on hand, November 1, 1899, \$2,010 82  
J. C. Tattersall, treasurer, L. A. W., 2,982 35  
Interest on bank deposit 33 23

Sale of buttons and pins ..... 26 35  
Sale of road books ..... 38 06  
Sale of card cases ..... 1 10  
Sale of reward plates ..... 8 43  
Sale of ribbons ..... 7 25  
Sale of decalcomanias ..... 12  
Desk-room, one month ..... 10 00  
Legal charges returned ..... 2 45  
Advertisements in road book ..... 240 00  
Sale of copying bath ..... 5 00

\$5,365 76

##### EXPENDITURES.

From division headquarters—  
Office rent ..... \$240 00  
Printing stationery and supplies.. 163 57  
Clerk hire ..... 327 43  
Postage and expressage (outgoing) ..... 200 07  
Postage and expressage (incoming) ..... 1 55  
Telegrams ..... 2 06  
Telephone ..... 50  
Towel supply and ice ..... 3 60  
Car fares for clerk and messengers ..... 5 00  
Exchange on treasurer's checks.. 30  
Road signs ..... 2 82  
Ticket holders ..... 1 20

\$948 10

Chief Consul—  
Clerk hire ..... \$285 80  
Postage ..... 27 50  
Printing stationery and supplies 7 30  
Telegrams ..... 2 83

323 43

Vice-Consul (F. C. Orr)—  
Postage ..... 16 08  
Vice-Consul (T. J. Keenan, Jr., covering 1899-1900, up to date of resignation)—  
Traveling expenses, clerical help and postage ..... \$52 20  
Long distance telephone ..... 6 00

53 20

Secretary-Treasurer—  
Allowance (covering balance due from 1899 and partial payment for 1900) ..... 798 30  
Highway Improv't Committee—  
Postage ..... 6 75  
Hotel Committee—  
Postage ..... 1 50  
Press Committee—  
Printing ..... \$15 98  
Postage ..... 18 22  
Clerical ..... 3 50

37 70

1899 Auditing Committee—  
Traveling expenses ..... 10 50  
Road Book Committee—  
Mailing envelopes and printing books ..... \$384 36  
Postage ..... 143 00  
Brass men's work and making of plates ..... \$18 85  
Copyrights ..... 7 50

853 71

Rebates—  
To League clubs ..... 80 60  
1899 Annual Meeting—  
Personal expenses of representatives ..... \$334 59  
Stenographer, printing and sundry small expenses ..... 21 75

\$56 84

Keystone Committee—  
Engrossing certificates ..... 1 30  
Legal—  
Retaining fee (covering balance from 1899 and partial payment for 1900) ..... \$672 80  
Sundry expenses ..... 16 10

688 99

Local Consuls—  
Postage ..... 10 00  
Printing for National Assembly.. 1 00  
Correcting entry in cash book.... 5 00  
Cash on hand, Nov. 1, 1900 ..... 1,168 28

\$5,365 76

The undersigned auditing committee have ex-

amined the within account from November 1, 1899, to November 1, 1900, and have compared the several charges and credits with the vouchers presented and find the same correct and in order. Respectfully submitted,

P. S. COLLINS  
Secretary-Treasurer.  
W. R. TUCKER,  
WM. FRIEDGEN, JR.

Dec. 5, 1900.

#### Ohio Division

Following are the consuls appointed for the year:

Ada—W. H. Morrow. Akron—Claude Lilly and J. J. Steese. Alliance—H. E. Schooley. Arcanum—Wm. Cline. Ashland—L. L. Garber. Ashabula—Dr. C. E. Case. Athens—F. L. Bellows. Atwater—M. E. Woolf. Aultman—E. L. Graybill.

Battle—D. G. Snyder. Baltimore—D. S. Thompson. Barberton—L. W. St. John. Batavia—Beale Homan. Basil—W. H. Bertschin. Bedford—W. B. Yost. Bellaire—C. N. Moorehouse. Bellefontaine—W. R. Spittle. Bellevue—Jos. Brieble, Jr. Bond Hill—W. Butler. Bromwell. Brunswick—M. E. Cowles. Bradner—A. H. Hutchinson. Bucyrus—H. E. Zelgler.

Cairo—J. C. Weaver. Cambridge—J. G. Butler. Canal Dover—E. J. Klar. Canton—M. A. Bartlett. E. J. Heffelman and Fred H. Lehman. Castalia—C. M. Doty. Chardon—W. J. Stephenson. Chillicothe—E. L. Bergman. Cincinnati—H. Otto Barth. Herman Bumiller, Dr. C. P. Gray, W. R. Murray, Thos. L. Pogue, E. J. Tully and C. F. Williams. Circleville—W. H. Shell. Clayton—H. A. Warman. Cleveland—John Barnett. B. E. Carpenter, H. J. Coates, George Collister, J. H. Collister, W. B. Colson, E. W. Doty, H. B. Hatch, C. R. Luetkemeyer, H. S. Moore, F. G. Overbeke, W. F. Sayle, C. E. Vaupel, John Weber and J. E. Welt. Columbus—H. M. Gates, P. D. Gath and B. D. Harris. Conneaut—H. E. Neal.

Dayton—T. J. Callahan, W. E. Day, E. E. Forrer and Elwood Fox. Defiance—Miss Jennie L. Burns. De Graff—F. L. Wiegman. Delaware—R. G. Knight. Delta—C. A. Irwin. Dennison—J. S. Berton. Deshler—M. M. Lee. Diamond—H. K. Rose. Doylestown—F. J. Miller. Dresden—B. A. Stubbins.

East Liverpool—J. G. White. East Norwood—J. R. Pigman. East Palestine—Ellis Roberts. East Toledo—Norman De Vaux. Eaton—S. C. Hunt. Elyria—F. N. Smith.

Findlay—H. D. David. Fosteria—A. J. Weaver. Fremont—Rev. J. H. Fairlie and W. F. Culbertson.

Gallipolis—T. E. Bradbury and O. W. Eagle. Gallon—H. S. Davis. Gambier—H. W. Jones. Gano—L. E. Shepherd. Geneva—J. F. Lasley. Germantown—Col. O. G. Brown. Gibsonburg—F. A. Zorn. Girard—F. R. Goodrich. Glenville—John Shackson. Greenville—W. L. Klinger.

Hamilton—Elmer H. Long. Hillsboro—E. W. Muntz. Hudson—C. J. Chaplin Chapman.

Ironton—J. N. Taylor.  
Jewett—J. W. Kimmel.

Kings Mills—J. C. Wilson. Kunkle—Homer Weldner.

Lancaster—J. L. Hoffman. Leetonia—R. W. Senning. Lima—Ellis Watt. London—H. F. Chandler. Lorain—John H. Hart. Louisville—J. C. Dwyer. Lytle—Edward Snell.

Madisonville—J. A. Clephane. Manchester—C. D. Crissman. Mansfield—J. A. Willey. Marietta—C. H. Davis. Marion—Earl Stouffer. Massillon—C. M. Atwater. Medina—A. I. Root. Middletown—W. G. Clark. Minerva—F. C. A. Walker. Mount Vernon—W. J. Sperry.

Newark—J. T. Murphy. New Bedford—W. D. Lower. New Berlin—Geo. A. Kolp. Newcomers-town—F. D. Mulvane. New Philadelphia—N. P. Richardson. Niles—Joseph Seaburn. Norwalk—George F. Titus. Norwood—John S. Duckutt. Oberlin—Fred E. Leonard and Prof. J. R. Wightman. Olens—C. D. Dasore. Orrville—S. M. Brenneman. Oxford—A. W. James. Palmyra—J. W. Gage. Plqua—E. H. Meinders. Portsmouth—L. D. Corson.

Quincy—J. A. Plank.  
Ravenna—C. H. Griffin. Richmond Dale—Roscoe Dixon.

St. Marys—C. A. Heinrich. Salem—Fred R.

Reeves. Sandusky—S. D. Peck. Shelby—W. A. Shaw. Sidney—D. E. Combs. Spencerville—I. B. Post. Springboro—Thomas Miller, Jr. Springfield—W. A. Hall. A. Welzelbaum, T. J. Kirkpatrick and W. W. Perrin. Steubenville—W. A. Helms and William M. Orr.

Tiffin—Mrs. E. M. Espy. Toledo—S. M. Callish, F. G. Haviland, E. P. Hubbell, P. L. Hussey, Charles Locke, W. T. Nettleton and George Walther. Troy—G. S. Bradley.

Uhrichsville—W. H. Stoult.  
Van Wert—E. C. Eirich.

Warren—B. I. Gillmer and W. D. Packard. Wellington—E. C. Cushion. Winton Place—Charles E. Wolff. Wooster—J. B. Petterson.

Wyoming—A. M. Stearns.  
Xenia—O. W. McDonald.

Yellow Springs—W. G. Rice. Youngstown—C. E. Bown and M. E. Lewis.

Zanesville—C. S. Fortune.

CHAS. W. MEARS,  
Chief Consul.

Cleveland, March 1, 1901.

#### Rhode Island Division

According to Secretary Passmore, of the Maine division, the reports from the municipalities in his district regarding the enforcement of the guideboard law indicate that the law is being enforced in a majority of the cities, but that there are few small towns that have not as yet complied with the law. Pawtucket has been unusually fortunate in regard to this matter, although the law in other parts of the state has not been enforced as it should be. A suggestion was made to the local consulate over two years ago that it enroll as one of its members the superintendent of street signs and numbers. This was done, and the suggestion proved to be a valuable one. At that time this office was held by the late James M. Crawford, who was then state sealer of weights and measures. So enthused did he become over the work of the League that he made it a special point to have the city enforce its law regarding guideboards, and the result was that within two months after he was elected he had placed on every important thoroughfare leading to and from the city handsome and substantial guideboards. It was an easy matter for a wheelman to find his way either to Boston, Providence, Newport or the Massachusetts and Connecticut cities and towns without dismounting from his wheel, as the guideboards gave sufficient information. More than once have out-of-town wheelmen commented on the system as being an excellent one and the local consulate suggests to cities and towns throughout the United States, where a consulate of the L. A. W. exists, to have the superintendent of street signs and numbers enrolled as a member.

In addition to this work, Mr. Crawford also had placed in the city L. A. W. danger and caution signs. His work was invaluable to the wheelmen of the city and county as well. When century runs from Boston to Worcester and return are made, Pawtucket is one of the cities through which the riders pass and these riders have often stated that much time was gained by the systematic arrangement of guideboards. Mr. Crawford died recently and out of respect to his memory the local consulate sent a handsome floral tribute to be placed on his grave.

The Pawtucket consulate is endeavoring to gather information from other states in the country concerning the state road law with an idea of presenting to the legislature in the near future an act governing the construction of state roads. The members of the consulate believe that Rhode Island, being situated as it is on the Atlantic coast and containing a naval station, should have suitable roads in case that troops are needed to be transported from Newport, where the naval station is located. By constructing such roads, it is thought they would not only benefit the state in both times of peace and war but it would benefit wheelmen and horse owners at all times. It is contended that a great saving could be made in country products which are brought to the market, if the farmer had good roads to cart his stuff to the market centres. The idea of the consulate seems to meet with the favor of some of the state officials and it is hoped, if any of the consulates throughout the country has copies of the state road laws that they can spare, that these will be forwarded to the Rhode Island consulate for its use in preparing an act.



## Correspondence from Members

The real question of the day, as it appears to the undersigned, I find in the February number of the L. A. W. Magazine under the head of "Of primary importance" and "What should the unit be." In my opinion, one of the principal attractions to mankind in this as well as in any organization is, what benefits do we derive from a membership. This is the question of the practical, as is true with the many (and they are legion) that are not so well favored with worldly goods and riches, and we should hold out such inducements that the mass will feel that it is a pecuniary loss to lose their membership. The scheme that every club should and ought to own a few wheels, for the benefit of L. A. W. members, especially those visiting their town from other places, which can be obtained at a nominal rental, on presentation of a traveling card, issued by the club of which they are a member, or by the state officers under whose jurisdiction they reside, and in connection with this benefit any other courtesies could be extended to assist the visitor to get around in their neighborhood. Such traveling cards would bear the name of the holder's club and his League number and a notice sent to the club where the member wishes to present the card with his name and address, etc., all applications by the members at large for a state card to be endorsed by a clergyman, doctor or some prominent merchant in the town where he resides, which would enable the state officers to vouch for him. This would prevent a misuse of our rights by those not entitled to the privilege, and as a further protection, an annual pass-word protected by an obligation might be instituted, a secret order holding many attractions. A contemplated trip this week to California with my wife has brought this forcefully to my mind, as we cannot be burdened with our wheels for the short time we expect to be there and the access to wheels at a nominal cost would greatly enhance the pleasure of our trip. You are on the right sidepath now, hold the members we have and put forth benefits that will draw the other thousands in this state that are not now with us, will be the most effectual means of getting our "good roads" as a fact. Yours truly,

E. H. MILLER.

Morristown, N. Y.

In an article contributed to the correspondence column of the February number by W. F. Selle, I note that he passes severe criticism upon the publisher of the L. A. W. Magazine for the political advertising in the November issue. I do not wish to enter into any controversy over the matter, but do wish to pass my opinion upon the article in question. There was a somewhat similar occurrence a few years ago during the campaign for mayor of Greater New York, when the publisher of the L. A. W. Bulletin gave advertising space to both parties. The publisher of the Bulletin was criticised for his action at the time, but not as severely as Mr. Selle now criticises the publisher of the Magazine for the simple reason that previously both instead of one of the parties were represented. I wish to say that if the democratic party were not represented in the November issue it was wholly their own fault. Furthermore, that no fair-minded person would think of throwing blame upon the League which should rest wholly upon the publisher if on anyone. Mr. Selle says: "I have held at least four of my friends in the organization for the past two years who are likely to fail to appear at the next roll call." This reminds me of the man who "cut off his nose to spite his face." I have been a member since '96, and shall continue to contribute my dollar annually as long as the League stands, as a power for the promotion of the interests of wheelmen in general, regardless of the political opinions of my fellow members. I am satisfied with what I get in return and our road book for 1900 was alone worth the dollar. Our chief consul is a man of a great deal of energy and push and I note with pleasure that he is gaining a national reputation. Maine is a hard division to keep up the interest in, but for the past two years he has worked steadily to this end, and deserves the hearty co-operation of every member in the division. I consider the L. A. W. Magazine an excellent paper and while I should prefer a weekly I think the monthly is worth double the price charged members. J. E. SMART, JR.

Sobobels, Maine.

T. D. Haines, president of the League Cycling

Club, Philadelphia, announces that his club is organizing a party to attend the Pan-American exposition next summer. The cost will be \$25 for all expenses from Monday until Saturday, League membership included. None but League members will be given this unusually attractive rate of fare and other expenses. The party will be limited to 200, and will travel in a special train over the Lehigh Valley. For particulars address T. D. Haines, president, 1601 S. 3rd street, Philadelphia, or W. H. Ott, captain, 1504 S. 6th street, Philadelphia.

## The Elwell Foreign Bicycle Tours

Since our January issue a great deal of interest has been manifested by our members in the Elwell European tours, and it is evident that the parties will be largely composed of L. A. W. riders. These tours are the only ones of the kind, and have been most successfully conducted by Mr. Elwell for the past twelve years. By arrangement with Mr. Elwell League members are given a discount of 7 per cent from the regular price of any of the tours. A brief outline of the tours is as follows:

Tour No. 1—Leaves New York May 25. Route: Holland, England and France.

Tour No. 2—Leaves New York June 22. Route: France, Switzerland, Germany, Holland and England.

Tour No. 3—Leaves New York August 17. Route: Scotland, England and France.

For further particulars address, F. A. Elwell, Hotel Columbia, Portland, Me.

## BRISK SHOP TALK

The G. & J. Tire Company is sending to the trade an announcement to the effect that it now makes 28x1 1/4-inch G. & J. tires for use on the 28x 1 1/4-inch G. & J. rim. The 1 1/4-inch G. & J. tire formerly required a rim of special diameter. This change will no doubt be welcomed by the entire trade, especially by manufacturers, as it will no longer be necessary to use special rims and special spokes for 1 1/4-inch tires. For the present, the G. & J. Tire Company explains, the new style, or size, will be shipped only when specially ordered. The company will continue to carry a stock of tires suitable for the 1 1/4-inch rim that has been used in the past.

A saddle that absorbs vibrations and rides like a rocking chair, without the use of either springs or cushions, is being offered by the Esmond Cycle Saddle Company, 80 Wall street, New York, whose device is called the Esmond saddle and pensive frame. It can be adjusted to any frame.

The Ideal bicycles for boys and girls, offered by the Rambler sales department in Chicago, in 20, 24, 26 and 28-in. wheel sizes, have long held a foremost place as juvenile machines, retelling at moderate prices and being made to fit children of all ages.

The Lattina Cellular tire, for bicycles, carriages and motor vehicles, requires no perspiration-starting pumping up and cannot leak, for it depends on its internal construction for resiliency instead of on compressed air, and therefore does not go flat when punctured. It is made and offered for sale by the Rubber Tire Company, 1215 Market street, Philadelphia.

Much added comfort in riding can be secured by the use of the Reeves Ideal spring seatpost, which relieves the rider of jolts and jars and converts any bicycle, new or old, into a veritable spring frame machine. It will fit any frame and will be sent prepaid to any address by D. E. Orvis & Co. 71 E. Genesee street, Buffalo.

The "Pan-American Special" is the name of a 1901 bicycle that embodies the three C's of bicycle construction—chainless, cushion-frame, coaster-brake. It represents the acme of fin de siècle cycle construction and is the leader in the line of excellent models offered for the coming season by Geo. N. Pierce & Co., of Buffalo, one of the first concerns in the land to recognize the value of the cushion-frame and to vigorously exploit its advantages.

The Majestic gas lamp, made by Edw. Miller & Co., of Meriden, Conn., has behind it an experience of fifty-six years in the manufacture of all kinds of lamps, and has itself been brought to its present state of perfection through sev-

eral years of practical road use by cyclists, during which it has given much satisfaction, even during those earlier experimental years when there were in the market a number of other acetylene lamps that unfortunately fell far short of the expectations of their purchasers.

Cyclists have long wanted detachable clincher tires that could be fitted to any ordinary crescent rim. Such tires are now being offered for the first time by the Goodyear Tire & Rubber Company, of Akron, O. They can be secured from any dealer at the low price of \$4.75 per pair, or may be ordered direct from the makers.

Single tube tires direct from the factory are offered to riders at very low retail prices for both guaranteed and unguaranteed makes by the Diamond Rubber Company, of Akron, O., the largest bicycle and motor vehicle tire house in the country. These are the Diamond No. 400 and the Diamond XX. An advantage in buying these tires is that replacement and repair depots are maintained by the makers in New York, Philadelphia, Boston, Buffalo and Chicago. No company in the world has better facilities than the Diamond Rubber Company for making such tires.

A bicycle that enjoys the distinction of a great and successful name and which itself well maintains the reputation gained through long years by that name, is the Spalding, now marketed from the Columbia sales department in Hartford, Conn. The chainless, with its central-drive bevel gearing, is a well balanced and distinctive looking mount possessing an individuality of its own, as do also the chain-driven Spalding, in which are retained the distinctive Spalding features incorporated with numerous improvements. The Nyack sister line to the Spaldings comprises several very desirable low priced models.

The new 1901 Barnes bicycles, now sold through the Monarch sales department in Chicago, are marvels of beauty in their superb white enameled frames with purple heads—the distinctive Barnes combination. The center drive chainless Barnes and the White Flyer track and light road models leave nothing more to be desired in bicycle construction and finish. The lovers of the Barnes who have stuck to it loyally ever since the days when it became famous on the race track will be prouder than ever when they bestride the 1901 model.

The Cleveland chainless bicycle is one of the lightest and neatest looking machines of its kind in the market, any possible clumsiness of appearance due to the inclosed bevel gearing at the crank hanger being relieved by placing the main driving gear in the middle of the crank axle and enclosing it in a circular metal box that takes the place of the usual bottom bracket. The center drive mechanism has other advantages besides refinement of appearance: it makes the machine easier to propel and relieves the bearings of many injurious strains owing to the driving gear being between the bearings instead of outside of them at one side. All Cleveland bicycles have the highest possible reputation for excellence of quality and handsome appearance.

The Bundy \$2 acetylene gas lamp advertised by the Frank E. Bundy Lamp & Sundry Company, of Elmira, N. Y., is thoroughly "good value for the money." All the experimenting on Bundy lamps was done long ago and those offered to the public for the coming season include, beside the features and principles essential to all successful gas lamps, a number of features peculiar to the Bundy lamps which commend themselves at once to the purchaser as rendering the care of the lamp easy and unobjectionable.

Nothing can do more to rob cycling of its joys than a poor pair of tires that are constantly needing repairs and inflation. Those long suffering riders who have been for one season in the thrall of bad tires will find a crushing load removed from their minds if they will but fit their machines, new or old, with such reputable tires as the justly celebrated Hartford tires made by the Hartford Rubber Works Company, of Hartford, Conn. Their superiority lies in the excellent quality of materials used and the character of the workmanship, which make them more economical in the end than many tires that cost less in the beginning.

With a confidence born of the knowledge of its superior qualities, the makers of the Columbia bicycles have persistently pushed the Columbia chainless through several years of doubt on the part of the trade and the public until there is

You DON'T need to TALK  
in order TO SELL

# Cushion Frame BICYCLES

Simply put a PROSPECT-  
IVE CUSTOMER

on a

## Trial Wheel

with instructions

to

Ride  
It 30 Minutes

and the

## Cushion Frame

WILL DO THE  
REST.

Get your CUSHION Frame  
orders in EARLY to your  
manufacturer.

## Hygienic Wheel Co.,

220 Broadway

NEW YORK.

Owners of the Cushion Frame Patents.



no longer any question that the chainless is a distinct success, mechanically and commercially. The sum total of cycle perfection the coming season will be exemplified by the Columbia chainless, equipped with cushion-frame and coaster-brake. Riders who desire comfort, freedom from annoyances and a mount that has long stood as a standard for the whole world, will make no mistake in selecting from the familiar Columbia line.

The reputation of the Tribune bicycles, now sold by the Featherstone sales department, Chicago, for beauty and strength of design, for quality of material and perfection of workmanship, and for lightness and elegance of finish has never been surpassed. The machine sprung into immediate popularity several years ago and has steadily continued to set a standard for bicycle construction which has frequently been imitated but never excelled.

From the earliest days of the bicycle in this country the Rambler has held first place in the hearts of thousands of ardent cyclists, and its conquests have been carried into every civilized and many a savage country of the world. The Rambler has always been a favorite with the wealthy classes, whose means gives them every opportunity for a wide latitude of choice in purchasing. The new chainless Rambler, with its detachable tires, represents the pinnacle of bicycle elegance and comfort for the year of 1901.

Those riders who have had a number of years of experience do not need to be told that fully fifty per cent of the satisfaction derived from riding a bicycle is contributed by the ease and smoothness of running, and that ninety per cent of the ease of running lies in the use of perfect hubs and hanger bearings. The Champion hubs, made by the L. A. Weston Company, of Syracuse, N. Y., are thoroughly well made of the best quality of steel and have a deservedly high reputation among manufacturers and dealers.

The Bernasco saddle, offered to readers of the L. A. W. Magazine for \$1. by Wm. B. Riley & Co., 324 Market street, Philadelphia, is of the hygienic type, the leather top being divided along the center and the two parts supported on independent springs so that each will rise and fall slightly with the pedaling motion. The Bernasco is a thoroughly well made saddle that has been in the market for a long time, thousands having been sold at \$3.50. In writing kindly mention this paper.

The success met by the coaster-brake last year promises to be repeated and the popularity considerably magnified this season, for this device has been demonstrated by several seasons of practical road use to be an invention ranking next in importance only to the safety bicycle and the pneumatic tire. The pioneer coaster-brake was the Morrow, now made by the Eclipse Manufacturing Company, of Elmira, N. Y., by which it has been constantly improved and pushed until today it has a reputation reaching all the way around the world.

Half the pleasure of night riding is in having a good headlight that relieves the rider of the danger of accident and at the same time gives none of the annoyance that caused the user of the old oil lamps of the early nineties to inveigh bitterly against the city or town ordinance that required their use. The 20th Century headlights, made by the 20th Century Manufacturing Company, of 17 Warren street, New York, have been brought to that state of perfection through years of experience where the rider uses them from choice quite as much as because the law requires a light at night.



**The BERKEY SPRING SEAT POST**



Fits Any Bicycle—New or Old.  
The perfect spring for bicycles. Adds to the healthfulness and pleasure of cycling by preventing jolts or jars. Easy action is secured by combining a long and short spring. Ball bearing and cone adjusting. \$2.00. Inquire of dealer or send for circular.  
**BERKEY SPRING SEAT POST CO.**  
GRAND RAPIDS, MICH.

**RIDER AGENTS WANTED**  
One in each town to ride and exhibit sample 1901 Bicycle. **BEST MAKES 1901 Models, \$10 to \$18**  
'99 & '00 Models, high grade, \$7 to \$12.  
**500 Second-hand Wheels**  
all makes and models, good as new, \$3 to \$8. Great Factory Clearing Sale at half factory cost. We ship anywhere on approval and ten days trial without a cent in advance.  
**EARN A BICYCLE** distributing Catalogues for us. We have a wonderful proposition to Agents for 1901. Write at once for our Bargain List and Special Offer. Address Dept. 121-M  
**MEAD CYCLE CO., Chicago**



**CANFIELD COASTER BRAKE**  
NEATEST—CHEAPEST—DURABLE—EFFECTIVE—DESIRED—LEAST WEIGHT—MOST PARTS—BOOKLET FREE  
ADDRESS: **CANFIELD BRAKE CO.** CORNING, N.Y.  
EVERY BRAKE FULLY GUARANTEED.

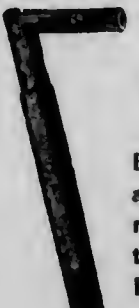


**A SOLE CLIP** 25c per pair  
Better than a Toe Clip  
Does not mar top of shoe, pinch the foot, catch ladies' dresses, or strike the ground on low drop frames. Easily applied, foot readily detached, absolutely rigid. When ordering send size of shoe. Send stamp for descriptive circulars of bicycle specialties and novelties.  
**JOHN C. WALL, 930 Bowling Green Bldg., New York.**



**THE ESMOND PENSILE FRAME SADDLE AND**  
A Free Saddle with Every Frame.  
A Free Trial to L. A. W. Members.  
Like a rocking chair, it absolutely absorbs vibration, without springs or cushions. Can be adjusted to any wheel. You need not buy a new wheel.  
Write for catalogue.  
**ESMOND CYCLE SADDLE COMPANY,**  
80 Wall Street, NEW YORK.

**THERE'S REAL COMFORT**  
IN THE REEVES  
**Ideal Spring Seat Post.**  
It relieves all jolts and jars, and converts any Bicycle, new or old, into a Cushion Frame. Fits any wheel. Sent prepaid to any address on receipt of \$1.75. Money back after three days' trial if you want it. Send size of present post.  
**D. E. ORVIS & CO., 71 E. Genesee St. Buffalo, N.Y.**  
Reference: Buffalo Commercial Bank.



## HERE IT IS!



## THE BUNDY

No prize package conditions with the rider left out. FULL VALUE. No experiment. Get your dealer to ask the jobber for it or write us for particulars. Insist on seeing the 1901 Bundy. It burns loose carbide.

NOTE—We make our own lamps and guarantee all styles,  
**The Frank E. Bundy Lamp & Sundry Co.,**  
ELMIRA, N. Y.  
Eastern Representative, Frank F. Weston,  
99 Chambers St., New York.

## "ENDS ALL TIRE TROUBLES"

THE LATTINA CELLULAR TIRE

THE REAL THING



For  
**Bicycles, Vehicles and Automobiles**

Cannot be punctured, needs no inflating. Elastic and most durable tire made. Smaller than pneumatic, lighter than solid. No valves. Always ready. This is the only tire which assures absolute freedom from puncture troubles.

**THE RUBBER TIRE CO., 1215 Market St., Phila., Pa.**

## The Photographers' League

Incorporated under New York state laws. Members receive free illustrated monthly magazine. Circulating library of standard photographic text books, these being mailed to members on mere payment of postage. Wholesale prices on all supplies. The League markets its own rapid Dry Plates, Gas-light Paper, Platinum Paper, Printing-out Paper, Developers, etc. Shipments made everywhere. Information Bureau, Sale and Exchange, Print Exchange. Weekly demonstrations. Numbered ticket mailed to members. Sample copy of Bulletin and League Prospectus on application. Unrivalled facilities for photographers. Total annual dues \$1.00.

BOSTON BRANCH: 217 Dudley Street.

**HEADQUARTERS, 320 Broadway, N. Y.**

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads

## The Offer of the Season

**A \$3.50  
BERNASCO  
SADDLE  
for \$1.00**



In order to test the merits of the L. A. W. Magazine, we will send a \$3.50 Bernasco Saddle for \$1.00. Only one saddle to any one applicant. This saddle is too well known to need a lengthy description. We have sold many thousands at \$3.50 and no present owner would exchange it for any other made.

Read what Dr. Wm. Duffield Robinson says:

**Dr. Wm. Duffield Robinson,**  
2012 Mt. Vernon St.

Philadelphia, Dec. 17, 1898.

Messrs. Wm. B. Riley & Co.,  
Philadelphia.

Dear Sirs:—During the past three years I have watched the evolution of the "Bernasco" bicycle saddle. During that time its outlines have been so modified that it now, from a physician's point of view, is about ideal. It can readily be adjusted to fit the individual anatomical build of anyone. The space between the two separately constructed sides of this saddle assures that no injury is possible to the important perineal parts of the rider, as these parts are subjected to no pressure. Its spring action is certainly correct. There are various other points of merit exclusively possessed by it. I believe it by far the most comfortable and most correctly constructed saddle on the market today.

Respectfully yours,  
**Wm. Duffield Robinson, M. D.**

Send \$1.00 in a Registered letter, P. O. Money Order or by Express.

**Wm. B. Riley & Co.**  
324-26 Market St.,  
PHILADELPHIA, PA.



# FEATHERSTONE BICYCLES



THE FEATHERSTONE CANARY

"A New Standard for the New Century"

Magnificent Catalogue Mailed Free  
upon application, fully describing  
Bicycles which are

"TRUE AS STEEL AND SKILL CAN MAKE THEM"

EASTERN BRANCH NEW YORK      **FEATHERSTONE SALES DEPARTMENT** CHICAGO      PACIFIC COAST BRANCH SAN FRANCISCO

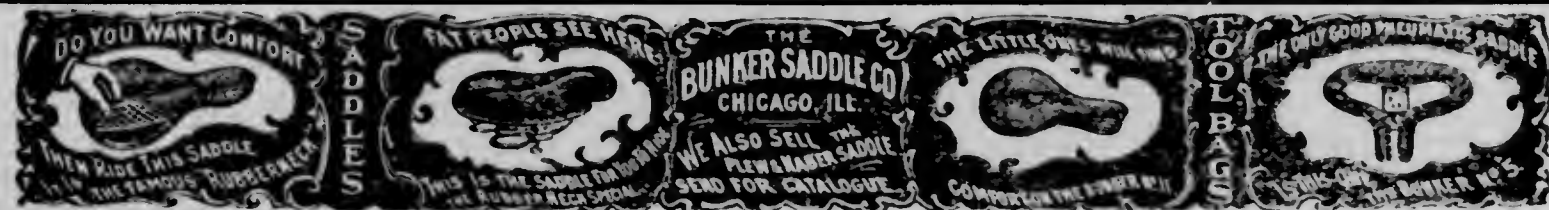
## ast The Tire thats right!

Its the kind you have always wanted.  
It can be opened, on the wheel, quickly  
for repairs.  
Its a detachable "clincher."  
It fits any kind or style of wheel or rim.  
No cement is required.  
It holds itself on the rim.  
ts the wonderful Goodyear  
Detachable Tire, made by

**THE GOODYEAR TIRE AND  
RUBBER COMPANY. AKRON, OHIO.**

Sold generally by dealers, **Price \$4.75 Each**

If your dealer doesn't carry them as yet, we will  
send Express prepaid on receipt of price.



## LEARN PROOFREADING

If you possess a fair education, why not utilize it at a genteel and uncrowded profession paying \$15 to \$35 weekly? Situation always obtainable. We are the original instructors by mail. — **HOME CORRESPONDENCE SCHOOL, Philadelphia.**

## PAYS

McALLISTER, Mfg. Optician, 40 Nassau St., New York

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

to write for our 260-page free book. Tells how men with small capital can make money with a Magic Lantern or Stereopticon.

## IF YOU WANT TO ENJOY

EVERY MINUTE while you are  
riding  
order your bicycle  
equipped with  
a



## Kelly Adjustable Handle Bar

Standard the world over. More Kelly bars used by satisfied riders than all other makes combined. Every manufacturer or dealer will furnish it WITHOUT EXTRA CHARGE, IF YOU INSIST ON IT. YOU ARE TO BE PLEASED, THEREFORE INSIST ON YOUR RIGHTS.

THE KELLY HANDLE BAR CO., - - Cleveland, O.



A year ago a noted physician wrote of the Columbia Bevel-Gear Chainless bicycle as follows:

"It perfectly supplements and carries to the limit of effectiveness the human mechanism of locomotion."

The **Columbia Bevel-Gear Chainless** for 1901 presents a still more perfect combination of means and appliances for enabling the rider to make the most of his power. Its characteristics are lightness, strength, durability, beauty, and it will always be found fit for duty, always at its best. **Price \$75.00.**

All that has been accomplished towards making chain wheels more perfect is exemplified in the new Columbia Chain models. **Price \$50.00.**

The Columbia Cushion Frame for either chainless or chain models prevents jolts, jars and vibrations, greatly promoting the comfort and luxury of cycling. **Price \$5.00 extra.** Columbia Tire or Hub Coaster Brake for either Chainless or Chain models. **Price \$5.00 extra.**

Art Catalogue free of dealers or by mail for two-cent stamp.

**COLUMBIA SALES DEPARTMENT, Hartford, Conn.**

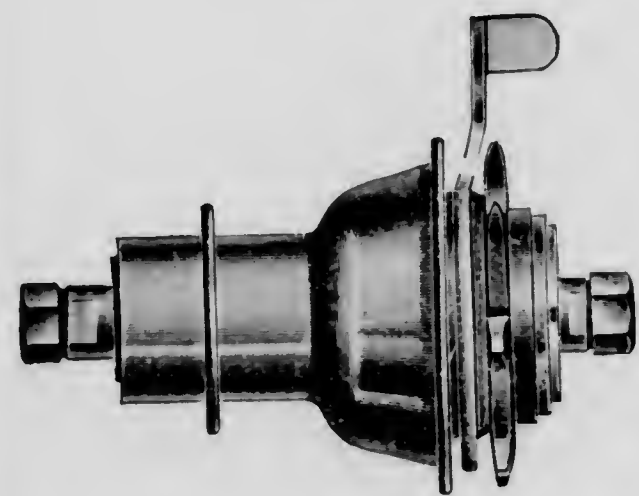
You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



## More Pleasure=Less Work

if your wheel is equipped  
with a

Morrow Coaster and Brake.



 **THIS IS  
THE BRAKE!**

that caused riders to tell one another

**RIDE 50 MILES AND PEDAL ONLY 35.**

With a Coaster Brake you anticipate hills with joy. It is **the one thing** which has made cycling a constant pleasure and is bringing thousands of old time riders back into the fold as enthusiasts.

### DANGER!

Because of the success of the Morrow Coaster and Brake, many manufacturers have sprung up who are trying to live off the trade we built up and the reputation our brakes have made. Our brakes are thoroughly protected by patents and many of our imitators in trying to avoid law suits on our patents are marketing brakes that are positively dangerous to life and limb.

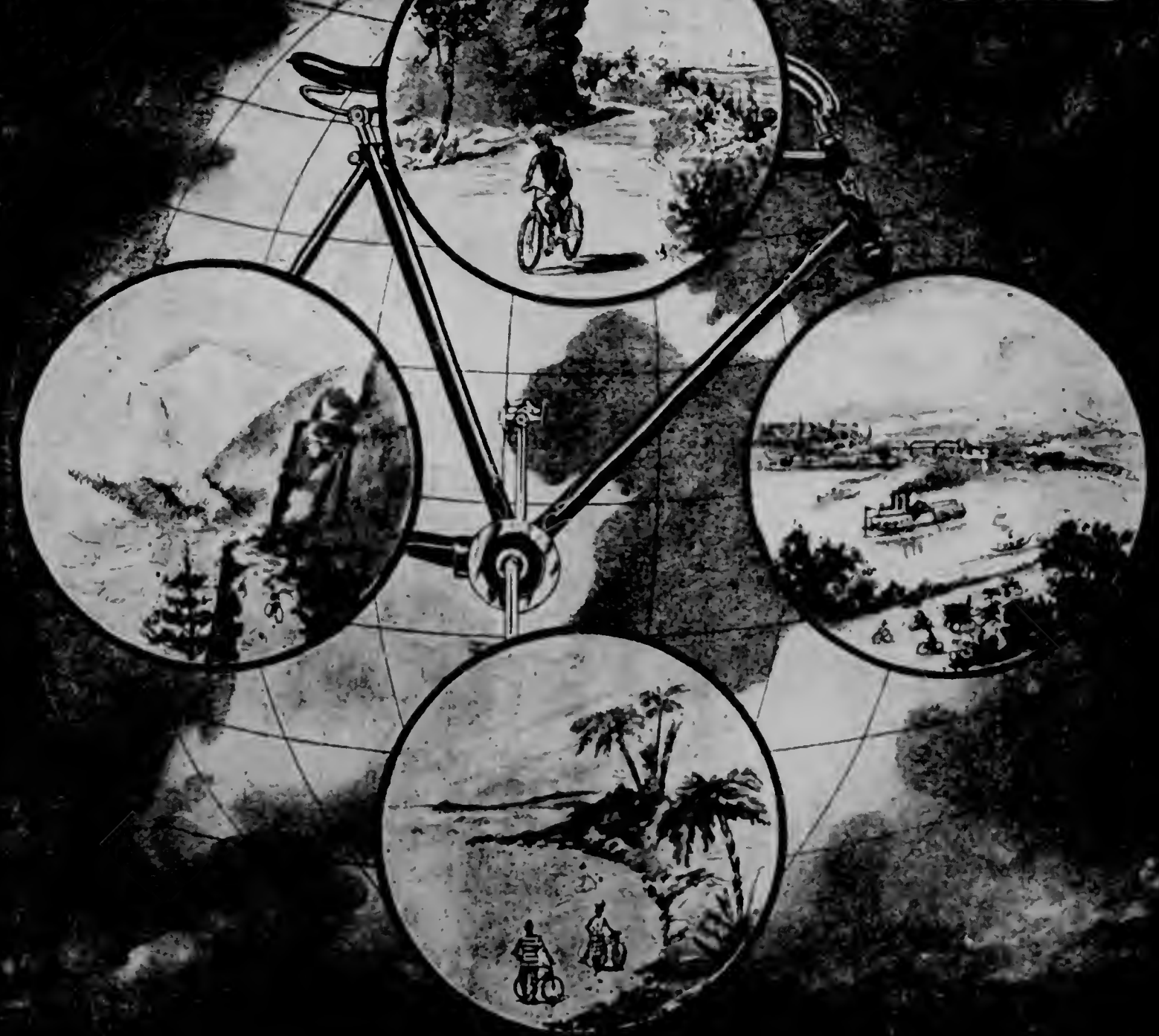
**INSIST ON THE MORROW COASTER AND BRAKE**  
**AND YOUR SEASON'S PLEASURE IS ASSURED.**

Send for beautifully illustrated booklet on Cycling.

**Eclipse Manufacturing Company,**  
ELMIRA, N. Y.

*You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.*

## ALL OVER THE WORLD



**Rambler bicycles are celebrated for  
their marvelous strength and  
light running qualities.**

**1901 Catalogue, with beautiful Indian  
poster cover, sent free on request.**

**Rambler Sales Dept.**  
**Chicago, Ill.**

*You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.*



When you can get  
such a Good Bicycle  
as the  
Center Driven  
Bevel Geared  
**Cleveland**  
**Chainless**  
what's the use of  
looking further?

We have a Catalog full of  
Good Things about the Cleve-  
land Bicycle. It's yours for the  
trouble of writing

**CLEVELAND SALES DEP'T.**  
Western Office Westfield Mass.  
Blackhawk St. & Cherry Av. Chicago

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

## Eclipse Other Lights



If your bicycle lamp the past season was not satisfactory, try for your 1901 "lighter" a lamp manufactured by a concern that has made successful lamps of all kinds for 56 years.

After this long experience we have perfected a bicycle lamp that certainly will satisfy you. Try it.

If your dealer doesn't handle them, write us.

**Edw. Miller & Co.      =      Meriden, Conn.**

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



# MOXON'S LINIMENT

Made at the celebrated Mt. Clemens Mineral Springs.

**"Cheapest, Strongest and Most Effective External" Remedy in the World.**

Bicycle riders should never be without it. As a remedy for sprains, sore muscles, bruises, and general exhaustion it is without an equal. The friend of all athletes. The pains of rheumatism are relieved instantly by its use. Refreshing as a Turkish bath after a fast "spin." Invaluable for toilet purposes. Makes an elegant shampoo. More effective and quicker than mustard for sore lungs.

**PRICE, 25 CENTS A BOTTLE**

**Special for L. A. W.'s** We have so much faith in our liniment pleasing you that we will send every L. A. W. member a free sample bottle, provided they send us name and address of their druggist.

THE MOXON LINIMENT COMPANY, - - MT. CLEMENS, MICH.



**WHITE FLYERS  
BARNES  
BICYCLES**

IF YOUR 1901 WHEEL  
IS A  
**BARNES**  
YOU WILL BE MORE  
THAN SATISFIED.

THE NEW MODELS ARE SUPERB.

PRICES \$75 \$50 \$40.

DEALERS BY SUPPLIED  
**MONARCH SALES DEPARTMENT**  
NEW YORK CHICAGO SAN FRANCISCO



**SOLAR  
CYCLE  
LAMPS**

Our 1901 model is The  
Best Lamp We Ever Built

If you are tired of exper-  
imenting with the "just  
as good" kind, get a Solar  
this year.

We make every lamp we  
sell, so can afford to be lib-  
eral in the matter of guar-  
antees.

Our 1901 32 page catalog  
mailed gladly on request.

The Badger Brass Mfg. Co.,  
Kenosha, Wis.



FOR  
SICK AND WELL  
FOLKS

## Robinson's Bath Cabinet

Cures Disease Without Medicine

A positive cure for Rheumatism, Blood, Liver, Kidney and  
Skin diseases. No disease can resist the power of heat. A boon to  
cyclists after hard rides. Prevents sore muscles and stiff joints.

**A Turkish Bath at Home for 2 Cents**

**30 Days' Trial FREE**

If not found as represented money refunded.

**\$2.00 Book Free to Patrons**, contains full instructions for  
curing disease, written by prominent physicians.

Please send for Our Book and Special Offer to L. A. W.  
Members. Agents Wanted.

\$75 to \$200 monthly can be made. Write us at once for special  
Agent's 1901 proposition. Exclusive rights given. Do not delay.

**ROBINSON THERMAL BATH CO.**

686 Jefferson St., Toledo, Ohio.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

**ADAMS'  
Pepsin  
Tutti  
Frutti**

Is a Boon  
to all Cyclists.



**EUCHRE  
CLUBS TRUMP**

**WHICH WINS?**

**It Keeps  
the mouth  
and throat  
moist.**

For Sale  
Everywhere,



**THIS MAN  
HAS PRINTERS' INK  
IN HIS EYE.**

We want the ink in this space to catch  
your eye.

We renew, for another month, our offer  
of a complete rear wheel (less tire) with  
a New Departure Coaster Hub and Brake  
for only \$5.00. **Big Offer.** Send in order  
today or write for circular.

If you need a pair of tires, try our  
"Winchester" brand guaranteed tires, \$5.  
Good quality ungaranteed tires, \$4.

Will sell you one of our \$25 bicycles  
for only \$19. If you can do business, or  
you are in the trade, write to us. Money  
in it.

**THIS IS THE PLACE**

**F. B. Catlin, Winsted, Conn.**



**Dr. Meyer's  
BICYCLE  
SUSPENSORY  
A NEW IDEA**

A BOON TO THE ATHLETE, THE  
BICYCLIST, AND THE BUSINESS MAN.

**2 DETACHABLE SACKS  
WITH EACH OUTFIT.**

PAT. JUNE 6, 1899.

Perfectly Sanitary  
Never Irritates

**Warranted to Never Slip  
Adjusts to Every Motion**

No Buckles No Back Straps

In Dr. Meyer's New Idea Suspensory you have  
COMFORT, CLEANLINESS and ABSOLUTE  
EFFICIENCY. Sacks changed in a minute for  
washing. Sent free by mail on receipt of  
Price, \$1.00. Address  
Doctor Meyer's T. B. Sanitarium,  
Mail Order Dept. A, Watertown, N.Y., U.S.A.

SPECIAL TO L. A. W. MEMBERS

## Nixon Waterman's Magazine—GOOD CHEER

A MONTHLY MAGAZINE FOR CHEERFUL THINKERS.

For a limited time only **6 MONTHS FOR 25 CENTS** Regular price \$1 per year.

All L. A. W. people know Nixon Waterman and we want all of them to know the  
new magazine which abounds in his irresistible humor every month. The maga-  
zine is as unlike other magazines as Nixon Waterman is unlike other writers.

Stock up on laughter by sending your quarter at once.

**NIXON WATERMAN'S "BOOK OF VERSES"** is already in the second edition. Price,  
\$1.25. To all ordering the book at once we will send **GOOD CHEER** free for six months.

These offers are special to L. A. W. members being announced only in this magazine.

**FORBES & COMPANY, - - Box 1478, Boston, Mass.**

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



# HAYNER'S PURE WHISKEY

DIRECT FROM DISTILLER  
TO CONSUMER.

## 4 FULL QUARTS

EXPRESS CHARGES PREPAID,

### For \$3.20

SAVES MIDDLEMEN'S PROFITS,  
PREVENTS ADULTERATION.



#### HAYNER'S DISTILLERY WAS ESTABLISHED IN 1866.

We have enjoyed 34 years' continual growth, until we now have one hundred and sixty-five thousand customers throughout the United States who are using Hayner's Whiskey, which is an evidence of true merit. We give you absolutely pure whiskey at the lowest possible cost. Our entire product is sold direct to consumers, thus avoiding middlemen's profits and adulteration.

If you want pure whiskey, read our offer:

**WE** will send four full quart bottles of HAYNER'S Seven-Year-Old Double Copper Distilled Rye Whiskey for \$3.20, express prepaid. We ship in plain packages—no marks to indicate contents. If, after testing, it is not found satisfactory, return it at our expense and we will return your \$3.20.

**SUCH WHISKEY AS WE OFFER FOR \$3.20 CAN NOT BE PURCHASED ELSEWHERE FOR LESS THAN \$5.00 PER GALLON.**

REFERENCES—Third National Bank, Dayton; State National Bank, St. Louis, or any of the Express Companies.

Write to Nearest Address.

**THE HAYNER DISTILLING CO.**

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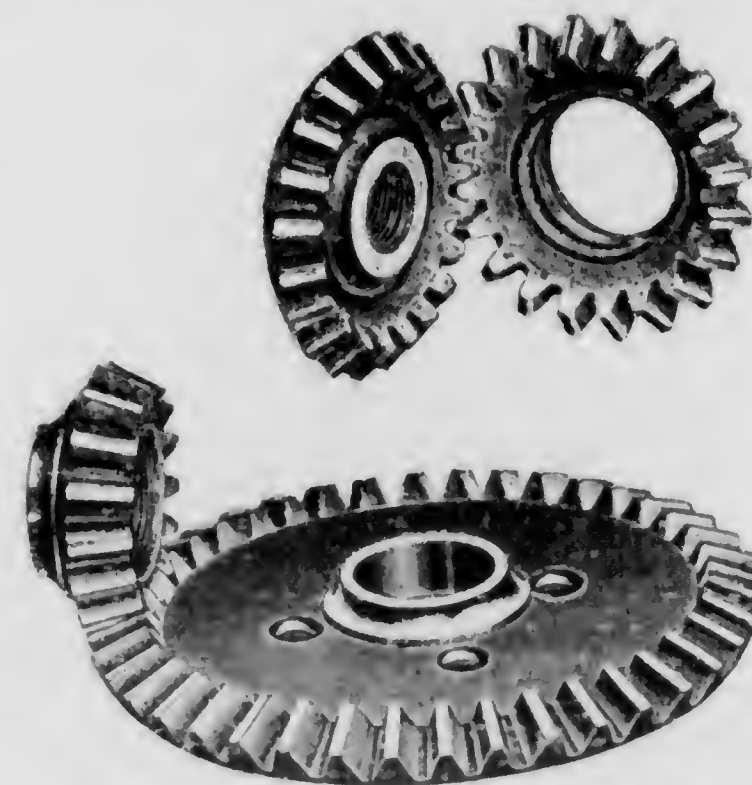
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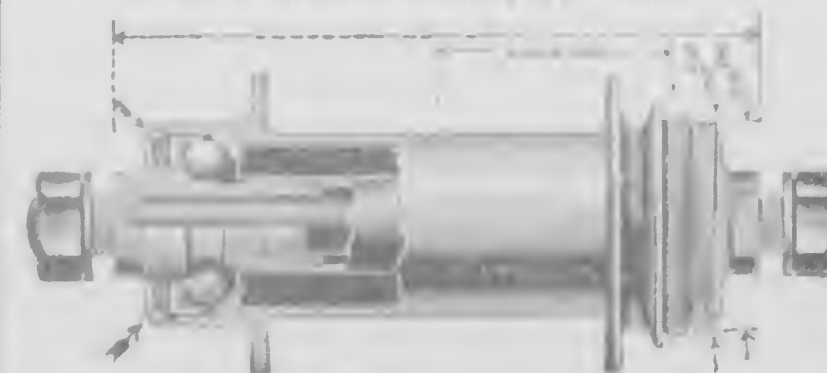
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OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

# L. A. W. MAGAZINE

OLD SERIES, VOL. XXXI.  
NEW SERIES, VOL. I, NO. 11

APRIL, 1901

PRICE, 10 CENTS.  
\$1.00 A YEAR.

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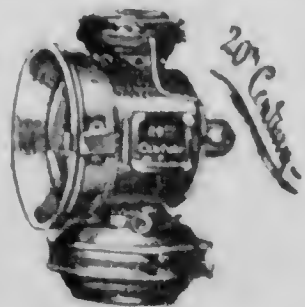
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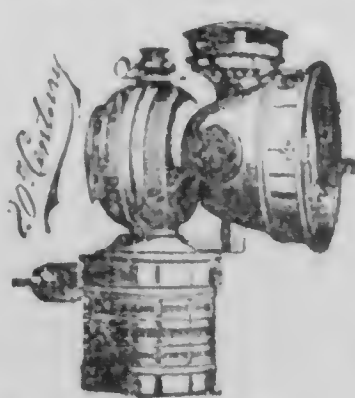
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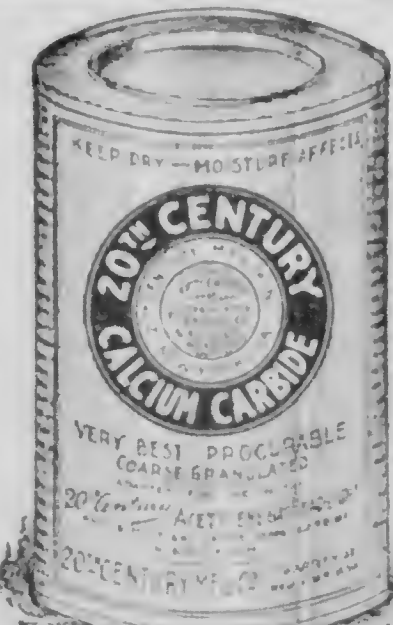
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APRIL, 1901.

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## OUR OBSERVATIONS OF THE MONTH

### Life Membership is Offered

Messrs. Earle, Pennell and Howell, the new executive committee of the League of American Wheelmen, had no sooner grasped the reins of office than they called a special meeting of the National Assembly, to meet in Detroit, Mich., on March 29th, for the purpose of passing upon a resolution whereby life membership might be established. Proxies were sent to all Assembly members, and from the prompt returns, President Earle was able to announce on March 11th, that fully 90 per cent of the full vote favored the proposition. In consequence of this knowledge, the President at once issued application blanks for life membership and distributed them among League members, and it is probable that Secretary Bassett is already receiving many applications for life honors, accompanied by the required fee of \$10.

The life membership resolution, embodying the terms upon which each remittance of \$10 is divided, reads as follows:

"Whereas, Some of the state divisions are in debt both to the National body and locally, and,

"Whereas, This hampers the state division from doing what they otherwise would be able to do, and,

"Whereas, If this National body had its dues from the several divisions it could do much more for its members along League policy lines, and,

"Whereas, There are many loyal members scattered over this country that do not mind a few dollars where the same can be used for the good of this grand organization and its principles; therefore, be it

"Resolved, That whoever has been, may now be or may hereinafter be a member of the League of American Wheelmen shall, upon payment of ten dollars, receive from the National secretary a Life Membership Card beautifully bound in leather, together with a Life Membership Button, which shall have added two wings and the letters L. M. to the original L. A. W. letters and wheel; and that they shall be constituted life members, with all rights and privileges, without further payment of dues.

"Resolved, That this ten dollars shall be divided as follows: 35 per cent shall be retained by the National secretary as a per capita

tax, 10 per cent a special per capita tax to defray the special expenses of this life membership, the balance, 55 per cent, shall go to the state division in which the applicant for life membership shall be a resident, unless that that division shall be indebted to the National treasury, if so, such amount shall be retained by the National body as the executive committee deem advisable and credited to such indebtedness.

"Resolved, That the 35 per cent retained by the National body for the regular per capita tax shall be divided as follows: five-sevenths to be deposited by the National treasurer as a Bulletin Fund for the purpose of furnishing the Bulletin or official organ, under whatever name it may be called, to the life members, and to be used for no other purpose, the remaining two-sevenths to be used for the regular expenses of the National body.

"Resolved, That owing to the fact that a sufficient number of chief consuls of divisions have requested that a special assembly be called for the purpose of acting upon this resolution, that it is hereby ordered that a special assembly is called to meet at Detroit Wheelmen Hall, Detroit, Mich., March 29th, 1901, at 2 p. m., for the purpose of acting on this resolution only."

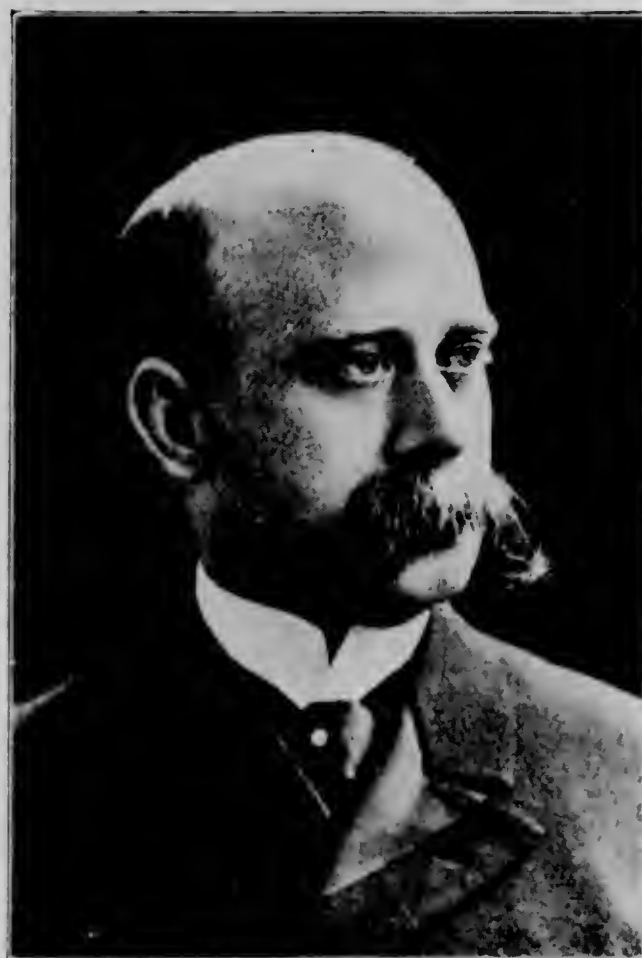
### Effect of the Resolution

In opposition to this resolution it is argued that \$10 is too small a sum to be sufficient to carry a member in the League through life, but President Earle maintains that if the life membership advantages are properly placed before the members the result will be so gratifying in receipts as to place the League entirely out of debt and to enable the divisions to accomplish splendid work in recruiting, thereby putting the organization in such financial condition that it can bravely face present needs, and affording ample opportunity for legislation covering the remote future. Of course, if every member now in the League were to become a life member, it would mean that the organization would practically collect its revenue ten years in advance, and at the end of that time it would have to operate on nothing at all; but on the contrary it may be said that if life membership is worth having, the members who now join the the division will see to it that before ten years









DR. HARVEY IREDEHL,  
Secretary-Treasurer Colorado Division.

shall be more than 3,200 pounds, or to haul a load which, with the vehicle, weighs more than 3,700 pounds on any vehicle with tires of three inches and less than four inches in width, or more than 4,000 pounds where the vehicle has tires that are four inches and less than five inches in width, or more than 4,500 pounds where the vehicle has tires five inches or more in width. Violations of the act are to be punished by a fine of not less than \$5 nor more than \$50 for each load so hauled.

#### New Side Path Bill and Law

A new sidepath bill has been introduced in the Pennsylvania senate by Stiles of Lehigh. The bill provides for the election this year, and every three years thereafter, in every county of three sidepath commissioners, no voter to be allowed to vote for more than two candidates. The bill also provides that assessors in townships, boroughs and cities shall assess every person, corporation and firm with every bicycle owned by them, and make return to the county commissioners, who shall levy an annual tax of \$1 on each bicycle.

A new cycle path law which went into effect in Oregon February 26th, with an emergency clause attached, authorizes county courts to construct bicycle paths and to levy a license tax of \$1 upon each person riding a bicycle in the county. The act provides for the issuance of a tag similar to that issued under the old law. It is made unlawful for any person to ride a bicycle upon a bicycle path without having paid the license tax. The sheriff is authorized to seize a bicycle and sell the same as upon execution, in order to realize the amount of the tax. The law also requires that every bicycle shall be provided with a bell and at night with a good light. Bicycle paths constructed under the old law,

which was recently declared unconstitutional, are declared to be bicycle paths under the provisions of this act. It is expected that this act will be legal, in that it provides a license for riding, and not a tax upon the bicycle.

#### Good Roads Train

On another page of this issue of the MAGAZINE is shown a large half-tone illustration of the good roads train which H. S. Earle, president of the L. A. W. and state senator of Michigan, expects to start out from Chicago on June 15 on a grand tour of road improvement education. The purposes of this train and the methods of the crew that will travel on it have been explained heretofore. Arrangements have been made by the National Good Roads Association, organized last fall in Chicago and now having headquarters in that city, whereby a similar train will make a three-months trip during April, May and June over the line of the Illinois Central railroad from New Orleans to Chicago, stopping at twenty or more points, at each of which sample pieces of model road a mile long will be constructed by experts, with machinery loaned by the manufacturers of road making machinery and materials supplied by the farmers living in the vicinity of the scenes of operations. This train will comprise eight or nine cars, including sleeper and commissary coaches and flat cars enough to transport the machinery. An advance agent will precede the train to work up interest among the farmers by means of mass meetings and to arrange with the farmers to have everything in readiness for the practical demonstrations when the good roads train arrives.

#### A. B. C. to Patronize Racing

It is authentically reported that the American Bicycle Company will this year employ a number of track racing men, and it is said that A. G. Batchelder, during his European trip, will engage for the A. B. C. a number of leading foreign cranks. Among the men said to be slated for positions on the big team are the following: Jacquelin, champion of the world, sprinter; Edward Taylor, the sensational French pace follower; Ellegaard, the speedy Dane; Robl and Fischer, Germans; Tom Linton, the Welshman; Major Taylor, American sprinting champion; Harry Elkes, American and world's middle distance champion; Jimmy Michael, Archie McEachern, Tom Cooper, Frank Kramer, Johnny Nelson and W. C. Stinson, the world's hour record holder. Momo and Eros, Italians, may also be signed.

#### New York Bell Ordinance

The question has been raised in New York City as to the legality of the city ordinance requiring wheelmen to equip their mounts with bells. It is said that the state law makes the local ordinance illegal, since the statute requires all city legislation covering wheels to be uniform throughout the state, and does not demand the use of bells, but instead states that bicycle riders "must give an alarm by bell, whistle, or otherwise, which may be heard 100 feet away." If this argument carries it will be impossible hereafter to arrest

wheelmen having no bells, if they give signal by whistle or otherwise so that it may be heard the required distance.

#### King Edward Cycles Once More

When King Edward VII was the Prince of Wales he was numbered among the most enthusiastic of British cyclists, but an injury to his knee caused him to give up the wheel, and it was generally thought that he had abandoned the pastime and exercise for all time. However, this has not proved true, for a recent cablegram announces that the King is once more a cyclist and that he enters into wheeling with all his old time ardor. It is also announced that he has taken up fencing.

#### International Racing Affairs

Chairman Batchelder, of the racing board of the National Cycling Association, sailed for Europe March 13 to attend the annual meeting of the International Cyclists' Union, to be held in Alessandria, Italy, on Easter Sunday, as representative of the United States. After the meeting he will go to Paris to arrange with a number of the foreign champions, including Taylor, Chase, Walters, Ellegaard, Arend, Momo, and Jacquelin, to come to America for the national meet at Buffalo and remain for the seasons of outdoor and indoor racing.

The national organization of France (U. V. F.) has raised a protest against having the world's championships promoted on three Sundays, July 7th, 14th and 21st, and has lodged the same with the I. C. U. The French union says that a fortnight's time is sufficient for the events and that three Sundays would demand too much time not only from the racing men themselves but the delegates of the bodies affiliated to the I. C. U. as well.

Chairman Batchelder expects to be gone a month, during which time the affairs of his office will be in the hands of Al Reeves, secretary, who will be his right hand man during the entire racing season. This will give Batchelder more time to attend to the cycle racing features of the Pan-American Exposition in Buffalo, of which he is superintendent. He believes that the exposition races, which include the national championships, will be the most important ever held in this country.

#### Summary of the Month's Trade News

General openings of the bicycle stores were held in New York City, Boston and Cleveland. —The Drake Manufacturing Company's wood rim factory in Milwaukee was damaged by fire. —Arnold, Schwinn & Co., of Chicago, bought the plant of the defunct March-Davis Manufacturing Company and will consolidate the two factories the 1st of May. —John J. Davis, senior member of the firm of Davis, Hunt & Collister, leading dealers in Cleveland, died from a complication of throat troubles. —Wm. H. Henderson, for a number of years assistant manager of the White Sewing Machine Company, of Cleveland, died the last day of February. —The creditor's claims against the Keating Wheel & Automobile Company were allowed by a special committee appointed by the court. —Fire destroyed



FRANK ROBERTSON,  
Ex-Secretary-Treasurer Colorado Division

the stock of bicycles and sundries carried by Morgan & Ball, in Springfield, Mass., causing a loss of more than \$15,000. —The Shelby Tube Company discontinued its Cleveland office, removing to New York City. —The Good-year Tire & Rubber Company, of Akron, O., announced the opening of new branch headquarters in Chicago, Detroit and Minneapolis. —Thomas Sparrow, who introduced the bicycle into London more than thirty years ago, died in London, aged 78. —James Levy, manager of Spalding's Chicago bicycle department and a well known road rider, was married in Michigan.

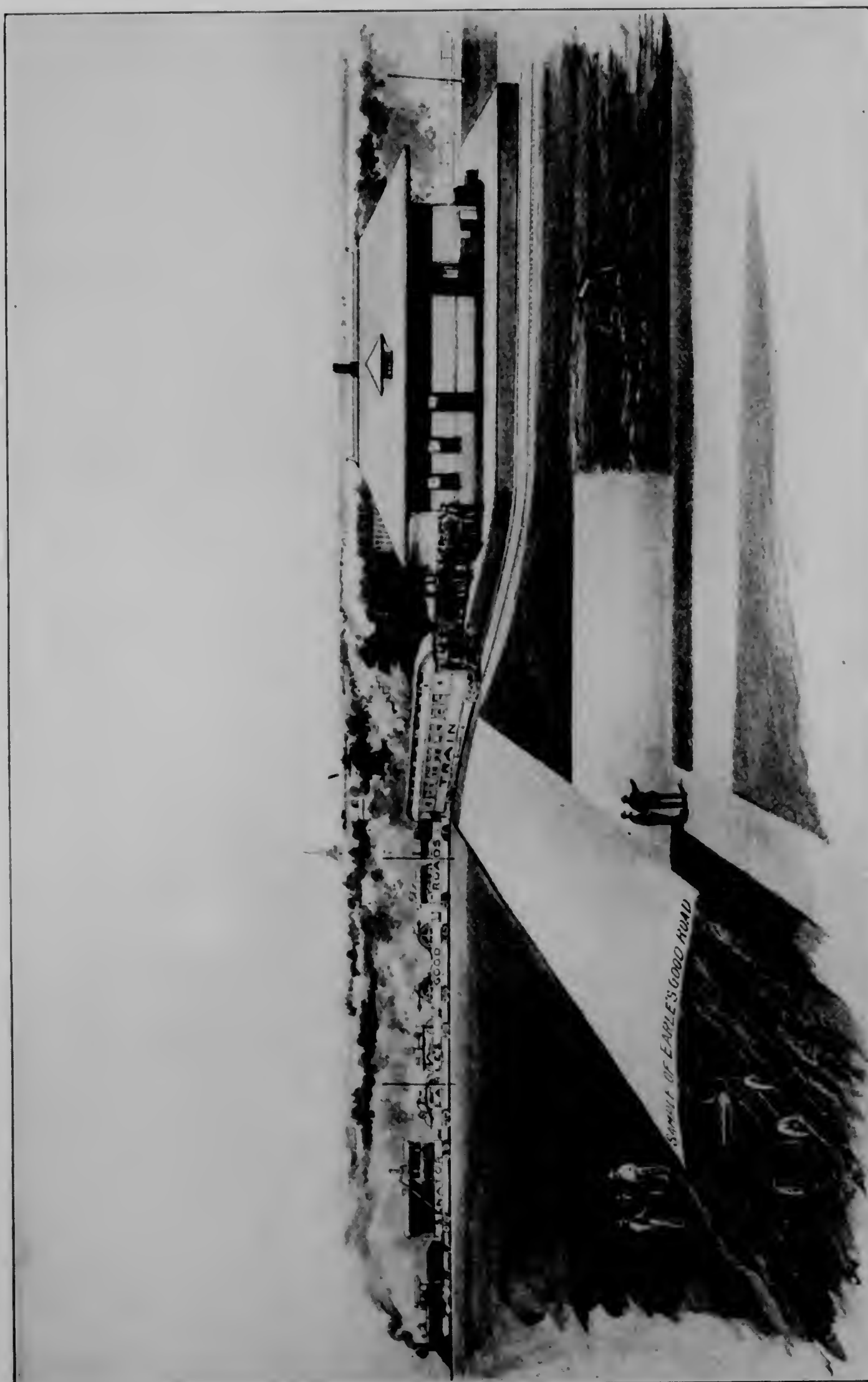
#### Cycling Around Manila

Sergeant Fred Huntoon, E. 42, Manila, L. A. W. No. 30,449, sends the L. A. W. MAGAZINE a clipping from the Manila Times of February 11th, giving an account of bicycle races held the day before and attended by "the usual crowd." The report says "betting was as keen as ever." The clipping also includes the following:

Last week a party of Cavite cyclists made the run from Cavite to Manila. They report the roads in splendid condition. The only rough or unridable portion lies between Novalite and San Roque, a distance of a mile and a half; but at low tide even this is obviated by the firm sand of the beach. The cyclists speak of the trip as most delightful, and believe if its advantages were generally known, that more wheelmen would undertake it.

The natives took the advent of the cyclists unconcernedly, the only interest displayed being evoked by a coaster-brake wheel, the natives apparently not understanding how the wheels went round when the pedalling ceased. All along the way they proved most friendly.





PRESIDENT EARLE'S GOOD ROADS TRAIN.

## ADVANTAGES of STATE AID to FARMERS

An Address

By HON. WM. W. ARMSTRONG

How to apply these provisions, and ascertain the result from the tax-payers' standpoint:

In the county of Monroe, N. Y., where I reside, the assessment roll shows that the poorest, the average and the richest towns are respectively the town of Clarkson, assessed at \$1,134,074, the town of Chili, assessed at \$2,151,404, and the town of Greece, assessed at \$3,959,780. Any expenditure for good road-based upon these assessment values, therefore, will show, respectively, the greatest, the average and the least cost per dollar of assessed valuation.

Let it now be assumed that each town in the county of Monroe, of which there are nineteen, wishes to expend \$5,000 in improving its highways under this law. The whole amount to be expended in the nineteen towns would be \$95,000. This would be a larger expenditure in the county than would probably occur in many years to come, and so an outside figure has been assumed for the purpose of illustration. The state's share of this \$95,000 would be fifty per cent, or \$47,500. This county's share of this \$95,000 would be thirty-five per cent, of \$33,250. The county is assessed at \$143,812,809, and the county tax to raise this amount, therefore, would be a trifle over twenty-three one-hundredths of a mill per dollar of assessed valuation. It would amount to about 23 cents on each \$1,000 of assessed valuation. Each town's share of the \$5,000 to be expended in that town would be fifteen per cent of \$5,000, or \$750. Now, to refer to the three towns selected as containing respectively the least, the average and the greatest assessed valuation, the tax per dollar to raise \$750 in each town would be:

In Clarkson, the poorest town... \$0.0066 1-3  
In Chili, the average town... .00055  
In Greece, the richest town... .00023 1-10

The whole tax per \$1,000 of assessed valuation in these towns to expend \$5,000 on the highways in each of the nineteen towns in the county would be:

	State Tax.	Co. Tax.	Town Tax.	Total
In Clarkson, poorest...	\$0.01	\$0.23	\$0.66	\$0.90
In Chili, average....	.01	.23	.35	.59
In Greece, richest...	.01	.23	.23	.47

The farmer whose farm was assessed for \$5,000 in any one of these towns, in each year in which there was \$5,000 expended in the improvement of the highways of his own town and each of the other eighteen towns of the county, that is, in each year in which there was \$95,000 expended in the towns of the county in the improvement of highways, would be obliged to pay, as his total tax for his own highway improvement and the highway improvement in all the other towns:

In Clarkson, the poorest town... \$4.50  
In Chili, the average town... 2.96  
In Greece, the richest town... 2.38

It is apparent, therefore, that the improv-

ment of the highways under this law will not impose upon the town in which the highway lies, nor its tax payers, a burdensome tax, but that much the largest portion of the expenses will be paid by the state and county. To illustrate this, the actual portion of the \$5,000 raised by taxation within each of the three towns named would be as follows:

	State Tax.	County Tax.	Town Tax.	Total
In Clarkson \$12.50	\$261.00	\$750.00	\$1,023.50	
In Chili ... 23.50	497.00	750.00	1,270.50	
In Greece . 43.50	914.50	750.00	1,708.00	

The reason for this is that the cities and villages of the state together pay about eighty-eight per cent of the state tax, and in the county of Monroe the city of Rochester pays about seventy-five per cent of the county tax. So that, while each of the towns would receive the benefit of the entire \$5,000 expended within the town, four-fifths of the \$5,000 in Clarkson, three-fourths of the \$5,000 in Chili and two-thirds of the \$5,000 in Greece would be raised by taxation of the rest of the state and county outside those towns respectively.

It further appears from these figures that the state and county aid given to towns under this law is so adjusted that the town of Clarkson, the poorest, town, will receive the greatest amount of contribution from the state and county, the proportion being one-fifth of the \$5,000 raised in the town and four-fifths of the \$5,000 raised outside the town; while the town of Greece, the richest town, will receive the least proportional aid, the amount raised in the town being one-third and the amount raised outside the town being two-thirds of the \$5,000. The poorest town therefore receives the greatest amount of aid and the richest town receives the least. This seems to be as it ought to be.

Ten years of highway improvement at the rate of \$5,000 per year in each town, \$95,000 per year in the county, would be a total in 10 years of \$950,000, at a cost to the taxpayer in the poorest town in the county of only \$0.90 per thousand dollars of assessed valuation per annum in each of these ten years, a total in the ten years of \$9 per \$1,000.

One more illustration, for the purpose of showing the way the New York law works in practice. The town of Riga, in Monroe county, is one of the poorer towns, by which I mean one of the towns having a comparatively small assessed valuation. Its assessed value is \$1,959,710.

How much would it cost the tax payers of the town of Riga to spend \$15,000 upon its highways in a given year; say, for instance, how much would it cost the town of Riga to improve three miles of road at \$5,000 per mile? The figures are entirely arbitrary, and, whether estimated at \$1,000 per mile or \$5,000 per mile, the result will be proportionately the same; for one of the advantages of this



law is that it is as readily adapted to a \$500 a mile road as to one costing \$5,000. It is better therefore to take the higher figure.

The town tax for this improvement would be fifteen per cent of the \$15,000, or \$2,250; the county tax would be thirty-five per cent of the \$15,000, or \$5,250; the county being assessed at \$142,812,809, to raise this sum the tax would be 36 cents on the thousand dollars of assessed valuation. The proportion of this county tax to be raised in Riga would therefore be \$70.55. The state tax to raise the appropriation for this year as has been stated, is one cent on the thousand dollars of assessed valuation, and the state's contribution of fifty per cent of the \$15,000, to wit, \$7,500, would be about one-seventh of the state appropriation. The tax in Riga for the state's share would therefore be about one-seventh of the one cent on the thousand dollars, or about one and three-sevenths mills on the thousand dollars of assessed valuation.

The account could then be thus started:

Cost to town for state tax.....\$	3.13
Cost to town for county tax.....	70.55
Cost to town for town tax.....	2,250.00

Total .....\$2,323.68

Number of miles of road improved.... 3

Cost to the town of Riga per mile....\$774.56

For the expenditure, therefore, of \$774.56 per mile, the town of Riga would get a road costing \$5,000 per mile. In fewer words, for every dollar the town expended for this purpose it would get between five and six dollars given to it to aid in the work.

Now, how much would it cost the rest of the towns in the county for their share in this contribution to Riga's road improvement? It would cost:

For state tax.....\$0.0000016	
For county tax .....	.0000360

Total .....\$0.0000376

or about 3 3/4 cents per thousand dollars of assessed valuation.

"But," says some critic, "this may all be true of counties having large cities in them, but it will not produce such results in counties not having such cities." The time allotted me is too short to go into this in detail in such counties; but let anyone who doubts take his own county and figure the proportionate tax upon these lines, and he will find that while cities of course help, they change the actual results much less than he imagines.

For instance, take the county of Orleans, N. Y., the next county west of Monroe; there is no city within it, nor any village of five thousand inhabitants. It is assessed at \$16,339,926. The average value of its ten towns is therefore \$1,633,992. Supposing its ten towns desired to spend \$5,000 each in the improvement of their highways—\$50,000 in all. How much would it cost per \$1,000 of assessed valuation? why,

For state tax (state's share, \$25,000).....\$0.00 1-2	
For county tax (county's share, \$17,500) .....	.07
For each town's tax (each town's share, \$750) .....	1.46

1.53 1-2

For \$1.53 1-2 per \$1,000, then, of its assessed valuation, this rural county without a city in it could spend the magnificent sum of \$50,000 per year upon its highways.

It thus seems clear that the act is just what it is intended to be—an act to aid towns and counties in the improvement of their highways; and that the aid rendered is not only substantial, but very liberal to the localities which take it up. This new law, however, does not repeal or alter any existing law in the state. The old highway law is left unchanged, for those who prefer it. If towns desire to continue to work on their roads in the old way, it is their privilege. The new plan will not be forced on them.

It seems strange to good roads people now in New York that one and a quarter centuries after the organization of the state should have elapsed before there was upon the statute books a method by which a portion of the state, which desired it, could improve its highways. It seems strange that there should not be such a provision in the statutes of every state in the union, and in centuries to come it will be noticed with amusement that although we have aided the construction of railroads, rivers and canals and other kinds of highways for the transportation of people and merchandise to the tune of millions of dollars, up to practically the beginning of the twentieth century, only a few states had provided any legal machinery at all for the improvement of their rural highways, to say nothing of any comprehensive plan for assistance to its town and counties in so doing.

In any state in the Union where a law like this can be enacted, the rest can safely be left to the logic of events: for every mile of good road completed under such a law will cause the building of another mile in that locality; and the miles so completed will demand still other miles, for an appropriation for which there will be an annual appeal to the legislature; and at last it will appear that there is upon the statute books, for the benefit of the farmer alone, a law under which he may procure from the cities and villages which he has helped to create a contribution for his benefit in return for the money, which he has heretofore contributed toward railroads and canals for their benefit; and one which they can well afford to give, for every dollar invested by a city or village in improving the highways about it is a sinking fund from which it will draw a rich annual income.

The Maryland Division of the League of American Wheelmen will hold its annual meet at Hagerstown. The date has not been definitely decided upon, but will probably be July 4th.

Comrade J. A. Rappe, of Marinette, Wis., will cycle from that place to the G. A. R. encampment at Cleveland. He is 80 years of age.

The Philadelphia Cycle Board of Trade will probably manage two big Quaker city road races this year.

The Roslindale, Mass., cycle club treasurer reports a large membership, a full treasury and no debts.

## THE MERITS OF LOCAL ORGANIZATION

By F. T. CAHILL

Chairman L. A. W. National Local Organization Committee

On all sides we hear the question, "What can be done to increase the membership of the L. A. W.?" My answer to that question is, "Many things and among them, let us give more attention to the individual members of the organization."

With this idea in view, some plan must be devised and carried out which will enable us to become acquainted with the individual wants of our members, enable the organization generally to become cognizant of such wants and expend some of its energy and funds in assisting the individual members to better their condition.

The unit of all successful organizations which are seeking to secure to their members either privileges, rights, better facilities for carrying on the business of their members or the influencing of public opinion in any way, is the local organization.

If, for instance, an association attempts to secure the enactment, repeal or modification of a certain law, it is necessary to stimulate public interest in the proposed law, and to mould public opinion so that it is favorable to the proposed legislation. No one will claim that this can be as successfully done by a central board or committee as by numerous local organizations, through which agitation is begun in each small political division, thus securing a favorable expression of opinion from each locality to be affected. As the legislatures of the various states, and congress, also, are made up of representatives of localities, it is usually necessary to secure from the constituents of each legislature expressions of opinion favorable to the proposed legislation and, if possible, demands for its enactment.

But there are matters which during all time come up for discussion and action which are only of immediate interest to persons residing in certain localities and which in no way affect the general public at all. It is almost impossible to interest in these local matters an organization constituted as the L. A. W. has been. Even if it should become interested, its interference is apt to have little effect on, and, on the contrary, is liable to be resented by, the municipal boards or officers who have charge of such matters.

We all have, in the various localities in which we live, some annoyance existing in the way of a particularly bad piece of road, holes in pavements, unrailed culverts, unprotected and dangerous grades. We frequently have unjust, arbitrary and annoying ordinances, and other petty restrictions imposed upon us by the Solons who direct our municipal affairs, many of whom resemble Solon in that they stand erect. These matters, while annoying, cannot be successfully remedied through the efforts of the state or national organizations, but they could easily be look-

ed after and controlled to a large extent by a local consulate, established where these unpleasant conditions exist.

Our state governments are all organized on the plan of a general government, dealing with such matters as affect the state as a whole, while the power to regulate local affairs is delegated to the various smaller political divisions of the state. This plan has worked so well for years that it needs no argument to demonstrate its fitness for the purposes for which it was designed.

As our work for good roads must necessarily be taken up and pushed to completion by the minor political divisions, in these divisions should be established an organization, which will make it a business of giving an impetus to the good roads movement in its locality.

If we were living under an absolute monarchy where the initiative must come from the central power, one central organization with great powers and revenue would be better adapted to securing the adoption of its plans than a multitude of small societies. As we live in a republic, where the original impulse towards the carrying out of any project must come from, or at least be favorably thought of by the people generally, we must distribute our agitators in such manner as to secure the best results possible.

Heretofore the L. A. W. has been an organization of philanthropists, working as much for the benefit of the people at large as for its own members. Every time the question of good roads has been agitated and successful results obtained, the chief beneficiaries have been, not the wheelmen, but the men who are using the road as a means of transporting their merchandise. While the wheelmen have had the pleasure of riding over good roads, the financial, physical and social benefits secured to the people who live along, or who use, the highway for the purpose of transporting their products to market, have outweighed hundreds of times the advantages secured to the wheelmen who use the road for the purpose of transporting themselves only over it.

The bicycle baggage laws have secured to all wheelmen the advantages which the L. A. W. worked so hard to secure. Comparing the advantages secured to the more than 200,000 wheelmen in New York state with the 10,000 members of the L. A. W., we can appreciate the extent to which the L. A. W. has been an organization for the distribution of good things to people not within its ranks.

What has been said with reference to the bicycle baggage laws is also true in regard to the various laws recognizing the bicycle as a vehicle, the various sidepath laws and the general work of the League, which has tend-





F. T. CAHILL.

ed to establish in the court and elsewhere the rights of wheelmen.

This state of affairs fosters and develops the feeling among the vast majority of wheelmen, that, inasmuch as these benefits have been secured without any effort on their part, that such a state of affairs will exist to the end of time.

One reason why the L. A. W. does not increase its membership is that an impression has found lodgment in the minds of a great many people that the League is an aristocratic organization which arbitrarily disposes of the questions coming before it and of the money intrusted to its keeping through certain national and state boards and without regard to the individual rights of any of its members. As far as most people can perceive, the League consists of a national board of officers and the National Assembly. These bodies direct matters arbitrarily. They believe that the delegates to the National Assembly are all decided upon by the state boards of officers or by the national board of officers. There is no apparent system of initiative on the part of the members in any locality. As the idea of representation is dear to the heart of the average American and as he fondly believes that he, individually, is a potent factor in the choice of the representatives and officers of the political divisions in which he lives, if the organization he is asked to join does not commend itself to him as giving him the greatest possible chance to impress upon the actions of the organization his individual ideas, he will, almost always, refuse to join its ranks.

Regarding the funds paid into the organization, the average individual has an idea that unless he or his personal representative is able to engage in, or supervise, the disposition of funds to which he has subscribed he should refuse to invest one cent. If a portion of the

money is to be distributed under his supervision, he is more apt to be interested and to subscribe his share.

For these reasons, I think we should have a thorough system of local consulates from which should come the state delegates whom in turn elect the National delegates.

It is a familiar proposition that as soon as you interest the individual member in any of the objects of a society, you make him more enthusiastic regarding all its objects. As we must rely upon individuals to make up our membership and to do our recruiting, we must pay more attention to them than we have heretofore done.

If the League, through its efforts in any locality can secure to the wheelmen of that locality something which is of benefit to them, we will find that that locality offers a far better field for recruiting than a locality where only general results can be shown.

There is current a general idea that to accomplish the adoption by the state or nation of a particular plan, it is necessary to have representatives who are above the average in ability and that, consequently, the average individual is unfitted to take part in such tasks. Almost every one feels, however, that he has some influence in his immediate locality and that he can be of use there. Therefore, he is more easily attracted to, and interested in, the local work than in the broader field which requires special training, ability to think upon broad lines and more hard work.

As local organizations are necessary for the purpose of caring for the local interests of members, so, also, is it necessary that these local organizations have funds at their disposal for the purpose of furthering these local interests. If we can secure to the local consulates a portion of the funds paid into the League without crippling the national or state organizations, and without any additional tax on the members, there is a chance to do some very effective work both locally and generally.

I was very much pleased at the readiness and approval with which the last National Assembly adopted the proposition to assist the local consulates financially.

I think that, with proper application of its efforts to the objects for which it has been called into existence by the committee on local organization, substantial results can be obtained. The committee must, however, fully realize the importance of its mission and perform its work as carefully and energetically as possible. If the work this committee is designed to do is carefully and systematically performed by it, I believe that when the next National Assembly convenes we will see a substantial increase in the membership, financial conditions and accomplishment of the objects for which the League exists.

I am much pleased with the MAGAZINE, and have obtained much pleasure and instruction from its pages.—Thos. J. Charlton, Savannah, Ga.

It is believed that there will be not less than 10,000 visiting wheelmen in Buffalo during the entire week of the L. A. W. meet, a larger gathering of cyclists than has ever before met in any American city.

## SPORTS THAT INTEREST LEAGUE MEMBERS

### For America's Cup

BY W. P. STEPHENS.

The work on the two 90-ft. cutters intended for the defense of the America Cup is now so well advanced that it is practically assured that both will be launched at a much earlier date than usual; while the actual date of launching is not yet known, it is possible that the Herreshoff boat may go overboard about the middle of this month and the Crowninshield boat a week or so later. Both boats are now plated up and riveted. Such details as have become known concerning the former are very interesting, showing an entirely new system of construction. In the ordinary metal yacht such as Columbia, Defender or Vigilant the frames are steel angles of about uniform size at all parts of the hull and spaced about 20 inches apart, each frame running from its connection with the keel plate up to the deck. In the new boat, which by the way has not yet been named, what are termed "web" frames are used at every fourth frame space, in this case 80 inches apart. These web frames are made up of thin sheet steel about 15 inches wide at the lower part and less at the deck, fastened to the skin by two angle bars and stiffened on the inner edge by one angle bar, making practically a solid bulkhead with the central portion cut out. Between each pair of web frames are three frames of angle bars 20 inches apart extending from the keel up to the flat of the floor below the bilge. From this point up the frames are as stated 80 inches apart and to stiffen the plates in these large intervals a series of longitudinal angles are used. The plating over this section is flush, the adjoining edges of the plates meeting on a T bar, being riveted to the flat head of the T. In the middle of each plate is run a bulb angle, these and the T bars being continuous from stemhead to taffrail. As the plates run from 46 to 48 inches wide there is a longitudinal every 22 to 23 inches. It is probable that no material saving of weight as compared with the ordinary method is effected, but in connection with the various struts and braces in the inside of the hull a certain amount of stiffness is obtained in a vertical direction so that there will be no danger of the yacht pulling up and down as did the four 70-footers of last year. The mast is stepped on a pyramid built up of steel plates and angles, the base being about 15 feet long and distributing the very heavy strain over a considerable portion of the yacht's bottom. Two sets of steel spars are being made, there being a duplicate

of every one in case of a mishap. The sails are well under way and Billman, the Boston rigger, is busy with the rigging which will be made at the Herreshoff shops, as usual.

The Crowninshield boat will be named Independence by her owner, T. W. Lawson. The general construction of the hull is after the usual fashion, with steel angle frames and bronze plating, but the keel construction is a novelty. The keel is a huge trough cast of bronze, the stem and sternpost being bolted to it, as are the heels of the frames. The lead is not cast, but the pigs are piled carefully into the trough and packed solid with fine shot. By this method much time was saved in making a mould and casting a solid lead keel, as soon as the bronze trough was cast the frames were set up and the plating commenced, a few plates being left off next to the keel through which the lead was stowed. An Oregon pine mast 110 feet long has been prepared, with other spars of wood. The yacht will be tried first with a "spade" rudder, partly balanced and hung at the after end of the waterline, but a rudder of the usual form hung on the sternpost has also been prepared so as to be quickly shipped if the other proves a failure. Captain Hank Haff will be in sole command, as Mr. Skinner requires the services of Capt. Watson on board the schooner Constellation. The crew has already been made up of expert sailormen from Long Island and other localities, part being Scandinavians. The light sails have been partly finished by Wilson & Silsby, Boston, but the mainsail will not be cut until the weather is dry and settled. Billman will rig the boat.

Such news as is current concerning the new Shamrock II represents her as of a radically new form as the result of Mr. Watson's tank experiments, but the particulars are so meagre and indefinite as to be unreliable. It is just possible that Mr. Watson has made a new discovery, but the whole course of designing for some years past points to the general type of Columbia, the new Herreshoff boat, and Independence, as the logical outcome of existing rules and conditions. Apparently the work on Shamrock is well advanced and she is also booked for an early launching, which she will need to offset the time lost in the ocean voyage. The first Shamrock has been repaired and will be ready as a trial boat long in advance of the new craft.

Columbia is now being refitted at City Island, the first work being to put in some extra bulkheads in order to improve the living accommodations, which were very primitive in her first season. She will be under the direction of Mr. E. D. Morgan, with Capt. Charles Barr as skipper. Defender has re-



cently been carefully surveyed by Mr. Crown-inshield. Mr. Lawson and Capt. Haff with a view to her purchase as a trial boat for Independence, but her condition was so poor that nothing will be done with her and she will probably be broken up shortly by her new owners, who purchased her for that purpose. The aluminum has completely disintegrated in places, the whole substance of the plates being gone.

The 70-ft. schooner class promises to be one of the features of the season; after a half-way existence for some time with but two yachts, Amorita and Quissetta, the class will now number four, two new boats, sister vessels, being under construction from the designs of Messrs. Cary, Smith & Barbey. Amorita has been altered this winter in a way which should improve her, and Quissetta will be put in the best possible shape. The rivalry will be keen and some hot racing is promised.

The new measurement rule proposed by Mr. John Hyslop has already been adopted by the Seawanhaka, Corinthian and the Larchmont yacht clubs, to take effect on January 1, 1902, and to apply to all yachts built after July of this year. Its tendency will be to encourage yachts of moderate form and proportions and to penalize the fin-keel type.

## Base Ball Topics

### NATIONAL LEAGUE RULES

At the National League meeting in New York, a number of changes in the playing rules were made.

A rule was adopted which does away with the international "fouling off" of pitched balls by a batsman. The first and second foul balls hit by the batsman, unless two strikes have already been called against him, shall henceforth be counted as strikes.

Rule No. 3, defining the position of the catcher's lines, was altered so that the catcher will have to stand within 10 feet instead of 90 feet of the plate. This places the catcher "up behind the bat" throughout the game.

A rule making the pitcher deliver a ball to the batsman as soon as the latter takes his position at the plate was adopted. Should the pitcher deliver a ball to any other place than the plate a ball will be called for each delivery. A rule was passed which penalized one ball against the pitcher if he fails to deliver the ball to the batsman within 20 seconds after the latter has taken his position.

A rule was passed empowering the umpire to remove from the game, and, if need be, from the grounds, any player guilty of using improper language to another player, captain, manager or spectator. Written proof of the offense must be submitted to the president of the League within 24 hours, and he may, if the proof be satisfactory, suspend the offender from play. President Freedman, of the New York Club, wanted power given to the managers of teams to remove the offending player, but his suggestion was not adopted.

A batsman may not henceforth take his

base if hit by a pitched ball, but the ball will count as a ball against the pitcher. Several rules conflicting with the changes named were stricken out or changed to conform to the alterations.

Article 54, of the constitution, was amended to read that the board of directors shall have the power of inflicting penalties in cases of forfeited games. In case of a forfeited game the board shall convene within a week and hear the evidence. They shall decide what penalty to impose on the club offending. In the past the forfeiting club had to pay a penalty forthwith and then wait months, perhaps, for a decision on the merits of the case by the board. The penalty is not payable under the new rule until after the board of directors has given its decision.

### AMERICAN LEAGUE SCHEDULE

At Philadelphia, on March 20th and 21st, the American League held its spring meeting and adopted a schedule of 140 games. The list shows that there was neither a studied effort to avoid nor to secure a conflicting schedule, for in Chicago 19 games, in Boston 25 games and in Philadelphia 21 games are scheduled for dates on which the National League clubs in those places will be at home. Hence, there will be abundant opportunities for the patrons of base ball to draw a line of the popularity of the respective leagues in these three cities. It is to be supposed that the opposing club owners will make every possible effort to make the better showing in attendance, and the probability is that we shall hear of attendance figures that are as far from the truth as was the case in 1890, when the figures were swelled enormously in order to prove a popularity that did not exist.

It was expected that at this meeting the American League would announce a complete list of those National League players whom it had signed for 1901, but the list was not given out, nevertheless, President Johnson declaring that negotiations for leading men had not all been closed at the time.

### A BASE BALL TRUST

A gigantic baseball trust is a possibility of the near future, says the Pittsburg Leader. Despite the carefully laid plans of the promoters to keep the matter under cover a few details have leaked out which show that the men who control the national game have now under consideration a project for the formation of a mammoth combine embracing every branch and grade of professional baseball, a plan that will revolutionize the method of conducting organized baseball. No definite action has yet been taken on the matter, but it is known that the suggestion was made by one of the recognized leaders of the big league and that a plan for carrying out the project and bringing the proposed huge trust to a point of perfection and simple working has been mapped out. As outlined by the National League magnate who is the father of the project, it is said that the plan involves the banding together of every baseball league in the country under one head. There is to be one chief for the whole business and all the affairs of all the clubs and leagues will be handled by him. The first move in forming the combine will be to capitalize each club

in the National League at a certain amount and either place the stock on the market or leave it in the hands of the present holders. Then the same action will be taken on the Western League, the Eastern, the Southern, the New York State, and, in fact, every league of good class in the country. Each league will, of course, have its head, but all these officials will be subordinate to the one man placed at the head of the entire concern to hold the reins of baseball in the United States. Instead of each league handling and dividing its own receipts, as at present, all will make returns to the head of the big trust and the total receipts will then be divided pro rata among the various clubs, which are to be graded according to their size, strength and importance. A list of the hundreds of

ignored is not known, but it is stated positively that the movement towards forming the big combine has been started and that a baseball trust will be one of the nation's wonders.

## Among the Golfers

### GOOD PLAYING IN FLORIDA

There was great golfing activity in Florida during March. An open tournament was held at Tampa Bay early in the month under favorable auspices, the chief trophy being the Gulf Coast Challenge Medal. Some remarkable playing was done by A. G. Lockwood,



Making Maple Sugar at Town Line, Oswego, Co., N. Y. Photo by E. T. Cahill.

players involved in the big consolidation will be sent into the head, and they will then be apportioned off to the various clubs. The players will be graded and a list of class salaries arranged, and a stated sum will be paid to the men in the various positions or classes.

The giant project has been kept quiet by the men who are at the head of it, but the details given above have just leaked out, it is said the plans of the magnates are not yet perfect, but that they are gradually progressing to the point of completion. It will take a long time to get the great trust in working order, but by taking one step at a time and dovetailing the sections by degrees the promoters expect to get the combine in shape eventually without a hitch. Whether the scheme involves the adoption of peace measures with the outlaw American League or a stand by which that organization will be

the Boston crack, who made the best score on the first day. In the tournament for the Tampa Bay Cup, he started plus 6 in the qualifying round over 36 holes and made 74, and in the second 75, a total of 149, creating a record. His first round tied the record made the week before by Walter J. Travis. Lockwood's fine playing won for him the Tampa Bay Cup and the A. E. Dick Handicap Cup. J. Frank Turner, starting from scratch, was second in both competitions. In the Southern Florida women's championship, at Palm Beach, Miss Alice F. Walton, of Pittsburg, won the final round, against Miss Mary Warren, of Philadelphia, by 2 up and 1 to play. Miss Downey won the consolation prize.

### NEW OFFICERS ELECTED

The annual meeting of the United States Golf Association was held in New York City



the last day of February, delegates being present from twenty of twenty-six of the leading clubs of the country which are full members of the national organization, most of the clubs being represented by two delegates. A fair percentage of the 153 allied clubs was also represented. The election resulted in the succession of President W. B. Thomas, now traveling in Egypt, by Robert H. Robertson, of the St. Andrews Golf Club, New York; the election of John Reid, of the same club, and Hobart Chatfield-Chatfield Taylor, Owensia Golf Club, Lake Forest, Ill., as first and second vice-presidents, respectively; Robert Page Kerr, of the Golf Club of Lakewood, N. J., secretary, and Samuel Y. Heebner, of the Philadelphia Country Club, treasurer. New members of the executive committee were elected as follows: James A. Stillman, Newport Golf Club; G. H. Windeler, Country Club of Brookline, Mass., to succeed ex-Judge Horace Russell, of the Graden City Club, and A. M. Coates, of the Newport Golf Club. The amateur golf championship was awarded to Atlantic City, to be held the second week in September, the women's championship was fixed for the first two weeks of September at the Baltusrol club grounds at Short Hills, N. J., and the open or professional championship tournament was given to the Mynopia Hunt Club, of Hamilton, Mass., to come off at a date to be fixed by the executive committee. The treasurer's report showed a balance of \$5,614.70 in the treasury of the association. The expenditures for the year amounted to \$6,221.31, of which \$4,528 was expended upon the three national championships. More than \$6,000 was received in dues.

#### ON ETIQUETTE

Price Collier, in the Review of Reviews, has the following to say on the etiquette of golf:

"Golf is too good a game, and a game too dependent upon good manners and absolute fairness in playing it, to be sullied by the semi-professional mug-hunter. Men who are liable to sudden attacks of arithmetical paresis should be barred out ruthlessly. Only the other day, at a tournament where the prizes were very valuable silver cups, men handed in scores who did not hole out every ball; and in the medal-play rounds men were seen playing for the hole with the partner's ball left lying in a position to give them the line for the hole. There are men who are notorious for their breaches of the etiquette of the game—laughing, talking, moving about, when the adversary is about to play; walking on, after playing one's own shot, heedless of the opponent who is about to play. These are rowdy tricks, or, to put the best face upon them, selfish and unsportsmanlike actions, so subversive to the spirit of the game that the guilty ones should be summarily dealt with. The comfort and pleasure of playing are dependent upon the good manners and good temper of your opponent. This is true of golf as of no other game, and it can not be repeated too often nor insisted upon too forcibly that the manners of the bumpkin and the methods of the "sport" make golf as unlike golf as thunder makes milk unlike milk. They turn the game sour."

#### NOTES OF THE LINKS

The St. Andrews Golf Club, of New York City, has been open all winter, but the snows of February and March interfered with some of the dates set for playing.

Golf has become so popular in Texas that a team competition was arranged between Dallas, Waco and Austin clubs, which, resulted in honors being won in the order named. A number of spectators followed the match on horseback.

The Florida Golf Association changed the date of the Bellair tournament from March 12 to March 16, and that of the Ocala tournament from March 19 to March 23.

Ten years ago there were only eight or nine golf clubs in the vicinity of Manchester, England, where there are now about fifty. There are now scores of scratch competitors, where there was then only a corporal's guard.

S. D. Powers made a new record of 77 strokes for the Tacoma links in March, the playing distance being 5,640 yards, with a bogey of 81. This tied the best previous amateur record.

### Miscellaneous Sports

#### THE OLYMPIAN GAMES

Within a few weeks a meeting will be held at Prague for the purpose of selecting a site for the Olympian games of 1904. The first of these great international athletic exhibitions, it will be remembered, was held in Athens in 1896, attracting the attention of the entire world. The international Olympian committee under whose supervision the games were held is still practically the same as it was at that time and in last year's games in Paris, where the athletic contests were an important feature of the exposition year. Now that the time has come for the preparation for the third contest several cities are competing for the attraction. Berlin, Copenhagen, New York and Buffalo are prominent aspirants, but it is said that Chicago can carry off the prize if the people of that city will but provide the necessary means.

It is with this end in view that a Chicago Olympian committee, including Henry J. Furber, Volney W. Foster, John Barton Payne, Alonzo A. Stagg and George E. Vincent, has prepared a prospectus setting forth the ways and means of securing the games for that city. It is proposed to organize a stock company, with a capital stock of \$200,000, divided into 20,000 shares of the par value of \$10 each, the people being asked to subscribe. According to the estimates now made, the entire expenditures, including the erection of a stadium, will be but about \$175,000, while, as the revenues are estimated at \$375,000, there is an apparent assurance that the management will be able to return the amount of subscriptions to the stockholders.

The money consideration, however, will be almost the last in the minds of the people of Chicago. It is to be hoped and expected that they will come forward promptly in support of a project which would bring to that city so notable an assemblage from

all nations, and to revive so generally and so deeply the interest in athletics. The international Olympian contests promise to be among the most remarkable of the international enterprises of the twentieth century, and Chicago must hold its own among the cities which will take part in them. The opportunity now afforded to bring the contests to Chicago in 1904 should not be allowed to pass.

#### PAN-AMERICAN DATES

The principal sporting events at the Pan-American Exposition in Buffalo have been announced for the following dates:

May 17—Cornell-Michigan baseball game.  
May 31 and June 1—Pan-American intercollegiate track games.

June 8—Cornell-Carlisle baseball game.

June 13, 14 and 15—A. A. U. championships.

June 24 and 25—Canoe meet.

July 4—A. A. U. championship and handicap events. Marathon race.

July 15 to 20—Shooting meet.

August 5 and 6—National amateur bicycle championships.

August 7 to 10—Bicycle races.

August 12 to 17—L. A. W. national meet and bicycle races.

September 2 to 5—Association football.

September 6 and 7—Pan-American world's championships.

September 16 to 21—Motor vehicle sports.

October 5—Buffalo-Lehigh football game.

October 12—Buffalo-Brown football game.

October 19—Cornell-Carlisle football game.

October 23—Wesleyan-Buffalo football game.

#### BRITISH RECORD BROKEN

William W. Coe, Jr., of Boston, the young American shot-putter, broke the English university record at London on March 14th, when he threw 43 feet and 4 inches, defeating Leeke, the Cambridge champion, who made only 34 feet. Coe carried the colors of the London Athletic club, which has invited him to visit this country to meet Dennis Horgan, the giant Irishman, who holds the British record.

#### RUMOHR DISQUALIFIED

The executive committee of the National Association of Amateur Oarsmen at its meeting in New York on March 16th, disqualified John A. Rumohr as an amateur oarsman because of suspicious circumstances in his career as an oarsman. Rumohr is at present a member of the Harlem Rowing Club. Action in the case of Edward H. Ten Eyck, who refused to go to Paris, was deferred, he claiming he obeyed the mandate of his club.

#### INTERCOLLEGIATE CYCLING

The Intercollegiate Bicycle Racing Association has decided to hold the annual intercollegiate championship races on May 30, at a place not yet selected. There will be no Pan-American intercollegiate cycle races, because the Stadium will not be ready until August.

#### INTERNATIONAL CHESS GAMES

The British chess club has at last settled the question of dates for the international cable chess match. The match between Great Britain and America will be played under the auspices of the British chess club at London

and the Brooklyn chess club at Brooklyn Academy of Music, April 19th and 20th, on 10 boards. The chess match between Oxford and Cambridge on the one side and Columbia, Harvard, Yale and Princeton universities on the other, will be played one week later—namely, April 26th and 27th. The London end of this contest will be under the auspices of the British chess club, London, and the Knickerbocker A. C. will again be the scene of play in New York City.

#### NEW SKATING RECORD

A. L. Jones, of the Heffley School Athletic Club, skated a half mile in 1:24 flat at the Clermont rink, New York, on March 16th, and made a new indoor world's record for the distance. This broke the record made by Le Roy See recently at Pittsburgh by two and two-fifths seconds.

#### PENNSY GOES TO HENLEY

Pennsylvania's Rowing Committee has forwarded the entry for the 'Varsity eight to Henley, all expenses having been guaranteed by the various fraternities and the New York alumni. It is reported that the sum of \$3,300 has been pledged.

#### INTERNATIONAL TRACK GAMES

If international college track games are held in this country this year, the date will probably be in September, since an earlier meeting will not be satisfactory to Oxford.

### FROM DAY to DAY

#### FEBRUARY, 1901

24—Staver and Nelson won professional races at Los Angeles, Cal.

27—Downing and Cooper won professional races at Los Angeles, Cal.

#### MARCH

3—Cooper and Staver proved winners in the professional races at Los Angeles, Cal.

6—Bell and Staver were professional winners at Los Angeles, Cal.

9—H. B. Donly resigns the secretaryship of the Canadian Wheelmen's Association—Toronto. J. J. Davis, veteran bicycle dealer, died—Cleveland.

10—Lawson beat Nelson in a 10-mile race at Fresno, Cal., a riot following. Nelson beat Cooper in a pursuit race, and Downing and Freeman won the other professional races, at Los Angeles, Cal.

11—George D. Locke nominated for mayor by the Democrats of Jerseyville, Ill.

12—Vailsburg, N. J., voted for Sunday racing. Arnold, Schwinn & Co., purchase the business of the March-Davis Cycle Company, Chicago.

13—President Earle names L. A. W. national committees—Detroit, Mich.

13—Bill making bicycle theft a felony became a California law.

16—King Edward VII resumes cycling—London.

18—Burton Downing placed amateur 5-mile road record at 8:48—San Jose, Cal.

23-30—Motor vehicle show held at Chicago.

29—L. A. W. life membership, instituted by mail vote of the national assembly—Detroit, Mich.



# L. A. W. MAGAZINE

AND GOOD ROADS  
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APRIL, 1901.

A leading exchange, in discussing L. A. W. membership, says that one "reason for the falling off of League strength is the fact that much of its work has been accomplished. It has given a great impetus to the betterment of roads. It has corrected many abuses in laws and regulations, and it has taken a leading part in giving wheelmen the privileges they were entitled to in the highway."

We beg to differ. The League's work is by no means finished. The body has accomplished a great deal in days gone by, but there still remains an unmeasurable volume of work to be done, and it is work that the League alone must do. In western states, for instance, where League strength is hardly worth talking about, the railroads have banded together to demand payment for the carriage of wheels in baggage cars, the minimum fee, for any distance, being 25 cents. In other states, where the League is strong the railroads have not yet dared to take such a step as this, for they well know that the L. A. W. would fight to the finish any proposition of this nature, with brilliant prospects of coming off successful.

Another instance may be brought to attention. In Wisconsin, where the League is weak, this is the manner in which the state legislators have of playing football with legislation desired by wheelmen:

"Madison, Wis., Feb. 20.—The bill for the establishment of bicycle sidepaths along highways promises to cause as bitter a contest as the famous bicycle baggage bills of former legislatures. It was on the calendar for Monday night for engrossment and third reading, but was laid over till yesterday. Then it was amended in several respects and laid over until today. This morning it was still further amended and sent back to the committee on judiciary. Some amendments suggested by the committee were adopted without debate, but an amendment by Mr. Rossman started a lively debate. His amendment provides that the paths should not come

within four feet of the abutting property and should not be fenced in. There was objection to the amendment by several members. Mr. Sturdevant made the rather interesting statement that the amendment was evidently in the interest of telephone companies. The four-foot limit was intended, he said, to prevent the paths from being placed where they would endanger telephone poles. The fence provision, he maintained, would interfere with the fencing of highways all over the state. Mr. Silkworth and Mr. Rossman, both telephone men, supported the amendment and it finally passed by a vote of 47 to 31. Then Mr. Ela offered a resolution for the benefit of farmers. It struck out the section relating to the driving of stock upon the paths. Mr. Ela said that the bill as drafted would infringe upon the rights of the farmers, and David Evans, Jr., took the same ground. Before the discussion on his amendment got started the whole matter was sent to the committee on judiciary."

When the above sidepath bill was introduced in the Wisconsin legislature it was similar to those now in force in New York and Ohio and should have been passed without amendment; but because wheelmen in Wisconsin were not strongly organized, telephone companies and farmers have successfully interfered to the effect that the bill is now virtually worthless.

It is abuses of this nature that the League lives to combat. And so long as the bicycle is used at all, whether for pleasure or business the League will have a field of usefulness in which it will have plenty to occupy its attention.

It is reported from Copenhagen, Denmark, that a wheelman collided with King Christian while the king and Prince Waldemar were promenading, and, after bruising the royal legs and soiling the regal garments with mud, added insult to injury by asking the king why he didn't look where he was going. Prince Waldemar seized the cyclist and turned him over to the police, but Christian, it is reported, ordered the offender released. Therein the king was entirely too lenient. The fact that the wheelman was unaware of the identity of the king is no excuse for such gross disregard for the rights of pedestrians, and in the interests of the public the offender should have been punished severely at the hands of the law. Just such boorishness on the part of a few ill-bred riders has always tended to bring ill repute upon all cyclists.

When thieves broke into Chairman Batchelder's office last month and stole Major Taylor's diamond-studded championship medal, it was not the first time that the dusky flyer had had a prize stolen from him.

Governor La Follette, of Wisconsin, says in his annual message that the greater amount of money spent in highway improvement in that state is wasted. No wonder he recommends investigation.

A Montreal cycle dealer has been a fire sufferer seven times in eighteen months. His must be rather a warm business.

# L. A. W. Official Department

## The Harvest Time Is Upon Us

The annual harvest of the L. A. W. must now be gathered in. Here's hoping that it may be a good big one.

Send in your renewal. Don't wait to be asked. This is not a menagerie and we should not require an official poker-up. Sit right down and send your dollar. We need it.

The life membership scheme is taking well. Even before the rule became a law we had booked a large number of life members. Apply early that your number may be low.

The national body is in debt; the divisions are in debt. The life membership scheme shows the way to solvency. It gives us a fund to pay our debts. He cannot be happy who is burdened with debt.

Ten dollars makes a man a member of the L. A. W. for life. It buys him immunity from the dues collector and it gives him a satisfied conscience.

Not what we can get, but what we may do. This is the principle that inspires the old guard. Every progressive movement, every good idea, sees the same men coming forward in support. The old guard never fails us.

The man who takes out a life membership pays a goodly sum towards the debt of his division and he pays as well to help the national body on to its financial feet.

Blanks for life membership applicants will be sent to all who apply. The numbers are going very fast.

Those who feel that they cannot afford a life membership should not forget their dollar. We need every helping hand and every forceful dollar that we can get. Our work is not done and we must keep at it. Now sit down and throw a dollar at us.

We went down to Torrington on the 15th of March. By us, we mean Earle, Howell and Us. We saw an exhibition of what can be done by hustlers. Torrington is up in the northeast corner of Connecticut, and we had to ride on three different railroads to get there. We found a very lively wheel club with well furnished clubrooms and big-hearted members. We sat down to a banquet with one hundred and ninety-nine other fellows. There was the governor of the state, United States Senator Platt, Congressman Hill, Chief Justice Andrews, the principal League officials, the road commissioner of Connecticut and a lot of others with big handles on their names. It was a good dinner and there were some fine speeches. Now tell us of a club in the country that can do a similar trick to this. If there is one we don't know it. It may be that some large city club can approach the record, but the city club will not have to pull the distinguished fellows away from the main line of travel.

Behold Torrington! Pull a leaf from her book and learn how to do it.

The New Bedford, Mass., consulate wants to have a new deal. It wants to pull hard for wheel interests in its own city. It fully appreciates the value of the L. A. W., but it believes that the members of the L. A. W. should work in consulates. We think they are about right. We believe in the consulate and we believe that better work can be done in that way than in any other. The division hesitates to move in the matter because of its debt. We hope to see a solution of the problem satisfactory to the consulate and the division. If we can get a few more such consulates as that of New Bedford it will be good for us. We hope to see Massachusetts lead the way with a consulate working under rules equitable to all parties.

Secretary Barnum, of the South California division, is conducting a good roads department in the Sunday Herald of Los Angeles. It helps the good roads cause and it helps the L. A. W. Here is the circular that he sends to wheelmen:

"Your attention is respectfully called to the good roads department of the Sunday Herald, a marked copy of which is herewith mailed you. You are known as an advocate of better highways, and we appeal to you to assist the cause by helping to agitate the matter. This department will appear every Sunday, and it will pay you to read it and keep posted on the work in general, and proposed legislation in particular. We will try to make this section of the paper of interest to every member of the family. Keep your eye on it."

Barnum writes: "I began it as a venture with the argument that it would help circulation of the paper, and I also helped the regular solicitor to secure some ads. from among our friends. The result has been excellent for us and the paper, so that they beg for more copy every week, and want to make a page of it. Why could not this plan be adopted in every division with good results. It has given us the medium which we craved to push good roads and we can now reach our workers all over this section each week. A circular was sent with about 75 sample copies furnished by the paper each week until they felt the returns from it, and we still keep these on hand for use when we wish to reach a certain class of people for some particular article."

The League was never before "housed" so well as it is at the present time. Our new office on cycle row is a beauty. Come in and see us. The view from our windows is well worth a dollar. One can look over an expanse of country covering ten miles west, south and east of Boston. Bring in your renewal and take your new ticket away with you.

There is good prospect that something will be done for Illinois. She has been on the shoals for many moons. Driven there by the storms which beset her she has been unable to get into deep water again. A movement is on foot to get her off and we hope it may succeed. Illinois has been a potent factor in our work ever since Newport and we cannot let her go to pieces. Gentle (Burley) Ayers may set her right again.

The L. A. W. is about to attain its majority. May 21 of this year it will reach its twenty-first birthday. It will come to man's estate possessed of a goodly membership and many bright prospects ahead. Pity we couldn't have a birthday party. It may be we shall. We know of a club that will hold a little dinner that night and we do not doubt the health of the League will be drunk. Why not others.

President Earle's good roads train has already got an imitator. "Imitation is the sincerest flattery." Another train will start out from Chicago and do the same trick that ours proposes. Ours is the early train and we hope it will catch some worms.

Two of the strongest bidders for a visit from the good roads train are at different ends of the country. One at Los Angeles, Cal., the other at Torrington, Conn. Both are hustlers and both deserve all that we can give them. Mr. Earle believes he can visit both. Quite a contract, but it's bound to go through.

Who that has been to an assembly meeting the past five years does not remember E. G. Harrison, the old gentleman who used to come to us from the Road Inquiry Department at Washington and talk about highway improvement? The son, Chas. T. Harrison, follows in his father's footsteps and is attached to the Road Inquiry



Department. He has accepted the chairmanship of our highway improvement committee, and he is just the man for the place. It will not hurt us to have a man in full touch with the department. We think we are to be congratulated that he will accept the position.

We have got a president that is a poet. He will not take Longfellow's place, nor yet Kipling's. We have had two or three specimens of his verse. In his poetical work he is short, sharp, incisive. We have seen better poetry, but little that goes straighter to the vent of things. Quoting from memory, not the best, here is one of his latest poems in the form of a toast. It goes just as well in prose form: "Here's to King Mud! Dam him! No don't dam him, lest he grow. Ditch him, drain him, stone him, ram him, then he'll have to go." There is no copyright on the poem and other papers will please copy.

If you are going to Europe this year, and if you are not, it will be a good idea to send us five cents in stamps and get one of Elwell's books on "Cycling in Europe." It is good reading.

Our old friend W. Sheldon Bull is caring for the cycling interests of the Pan-American exposition. He is arranging routes for tourists from all parts of the country to Buffalo and he is doing very much to provide for the entertainment and comfort of wheelmen when they get there. Drop him a line if you are going to wheel to Buffalo. He will help you to get there and shake hands with you when you arrive. Everybody ought to go to Buffalo.

We are very glad to note that our old friend, Burley Ayers, of Chicago, has accepted the transportation bureau. We call it a "bureau" because it sounds well and looks well in print. Burley was in charge of the bureau when it was a very small chest of drawers, way back in '83 and '84, etc. He it was who first labored with the railroads to get them to carry wheels as baggage. Burley is always interesting. He hovers about the misty mountain tops when he takes his style in hand, but he never fails to engage our attention. We had a letter from him the other day and we think we will do well to give some of it to the world. We haven't space for all of it, for Burley very often forgets to stop writing. Read Burley and forget trouble.

The L. A. W. has been better than free-masonry as a fraternal organization, and has a generation of friends as such. Interest in it cannot be artificially aroused. In its palmiest days we only represented current sentiment and the L. A. W. was only the natural expression of that sentiment and did not create it. If a wave of unpopularity exists (doubtless true), I think a return to the primitive simplicity of our first operations, and suited to the contemporaneous will, would be expedient; and we should build up again through actual works in good faith, sincerity of purpose and the demands of modern conditions.

There is an ebb and a flow—we are at the ebb, and the bare sands and stranded hopes show cheerless. The tide will return and float them all again. In meantime we can examine their structure thus exposed and see if they are really worth floating.

Cycle sport is the most practical of all sports, and it is sure to return in its old fierce way and then all our cycle institutions will be lifted up and ride upon the seething billows of interest and contention once more.

How will it return? The motor cycle will lead it back. I have ordered a motor cycle. I know it to be the right thing. I have studied it for ten years. Ten years ago I predicted it and worked out its necessity. Ten years ago I saw the fruitlessness of excessive physical exertion, and its clinging evils and its seamy side in the physician's records. You have seen it. All finally saw it. They saw the nervous exhilaration leading up to excessive expenditure. The brilliancy of the thing attracted, and it took a few years to disillusion the amateur. We were disillusioned long before the great bulk of riders came into vogue. I saw that great procession come on and wondered and predicted, and rode my single program, got my new bicycle each year, and put in the easy mileage as you always saw me—always for purpose, to be with the woods and streams and to be in touch with nature. Never simply

to play on my nervous system to awaken strange and strained phenomena in my own system by the long and arduous ride, and the race for great distances and the merely plugging.

In the motorcycle we have the ability to separate the fascinating feature of the wheel from the great mass of chaff of hard work. I liken it to a boy sawing wood while a band plays lively music, at first charming in his young imagination, but finally he wearies. With the motorcycle we eliminate the wood-sawing but the band continues to play—the band of Nature that blooms and passes swiftly under our eyes, with the changing road conditions and ever variegated action to surprise and keep the senses awake and keen. And when through, the nerves of sensation, that have been played upon as you would a sonata on a piano, find rest and recuperation in the rested body that has not been pumping out its life in the labor of pedalling.

What can you expect? Shall we stand still and ask that the world do not improve? Shall we mourn because a foolishness has passed by and left us a litter to gaze on? A foolishness has passed by—you know it and so do the rest of us old heads.

Now I am not disparaging that useful and fascinating vehicle, the bicycle. It is a permanent form of vehicle that has a vast and solid patronage based on intrinsic transportation merit and will doubtless ever live. But so has the trolley car and the excursion boat and the buggy and the dray. The bicycle is co-equal with all these good vehicles; but we have no dray club, nor trolley club nor carriage club in the sense of mere transportation and utility. Our clubs and fraternal organizations are based upon the psychic—the mental, imaginative, spiritual, aesthetic side of ourselves. If a thing becomes prosaic and utilitarian it sinks within ourselves like the use of the bath tub, the telephone and the typewriter. It's as staple as eating. But poetry and music, and oratory and the classics, draw upon the mental and imaginative, which sets up a psychic ideal, and around such a nucleus we can gather men in association; for the men who admire such, we admire and want to be with. It is psychic communication we love, the oneness in an ideal.

Now the oneness of idealism has gone from cycling as a fraternity—that is, except as we still surround it with the idealism of old associations that have been so pleasant and so long—so long that in the cycling world we have practically lived a great part of our lives. Twenty-five years of old association, and pleasant association, is something huge. I for one expect to live again those old associations metamorphosed into the conditions established by the motorcycle. I expect it will be more so. I anticipate the greatest sport I ever had in my life, and to flock with the merriest crowd and do the most rapid things and meet the most odd and inspiring experiences.

The future is full of hope and in the happy realization I hope you will cheer up and get to thinking of the emergencies to be met, the new faces and new friendships and the good old acquaintances of the past who will all be thinking as you will think—How glad we are that we still live, and in so advanced and enlightened age.

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#### The League of American Wheelmen

Is an organization to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways by promoting in the public mind a sense of the utility, general economy, and desirability of high-class roads, and persuading legislators to make laws and provide money to create better highways. We have influenced, already, very much legislation, but our work is no more than begun. We need the influence and the contribution of every wheelman to further this work.

We protect our rights and promote our interests by influencing legislation favorable to wheelmen, and by opposing the same if prejudicial to our weal.

In brief, we seek by co-operative endeavor to secure results not otherwise obtainable.

We invite every man of good character who rides a wheel to join us in prosecuting the good work we have undertaken.

Every full-paid member is entitled to the official organ, which is published monthly.

By co-operative endeavor, we publish road books, maps, hand books, etc. The work of collecting and compiling is done by our zealous members and thus we do the work at small expense and give our members the benefit.

Our Hotel system gives to members a discount at hotels when traveling.

Our Consul system provides a man in every town and city whose duty it is to assist touring members. Our spirit of fraternity unites wheelmen in a common brotherhood.

Our system of Repair Shops secures repairs to League members at reduced rates.

Our agitation and work in the legislature of different states has given to wheelmen the free carriage of wheels as baggage on the railroads. Our work in this direction is incomplete. We have done much, but much remains.

Membership in the L. A. W. entitles one to receive a ticket of membership in the Cyclists' Touring Club of Great Britain. The C. T. C. has a very complete system of hotels, consuls, repair shops, etc., in Great Britain and on the Continent, and the use of these at reduced rates, is at the command of ticket holders. Holders of the C. T. C. tickets can obtain free entry of their cycles into France, Germany, and other continental countries, but if they intend visiting Belgium, Switzerland, Italy or Austria, it is recommended that they become members of the C. T. C. The latter countries require that the ticket must contain photograph of the holder and the official stamp of the C. T. C., which must be applied at the London office. Great Britain has no customs duties on wheels.

We have an arrangement with the Canadian Government, whereby members of the L. A. W. may take wheels into Canada, for a period not to exceed three months, without a deposit of money for the duty. The L. A. W. personally guarantees the return of the wheels to America and thus stands behind the member. Non-members must deposit \$25.00. We supply, gratis to members, a ticket of membership in the Canadian Wheelmen's Association which will secure hotel and consul privileges in Canada.

Our Touring Department collects and distributes information regarding routes and tours, and its services are at the command of our members at all times.

If one L. A. W. should do nothing for wheelmen for many years there is not a wheelman in the United States but owes it his support for what it has done in the past.

It costs two dollars for the first year. One dollar for each year thereafter. These amounts include a yearly subscription to the official organ. If the paper is not desired, send 25 cents less in each case.



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- Executive and Finance—The president and the two vice-presidents.
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## Selected Magazine List

We give a few quotations on magazines more commonly called for. We can supply any periodical published in America. Ask for quotations. Send all orders to Abbot Bassett, secretary L. A. W., 221 Columbus avenue, Boston.

	Reg.	Our
	Price.	Price.
Ainslee's Magazine, N. Y.	\$1.00	\$ .85
American Am. Photogr. N. Y.	2.00	1.60
American Gardening, N. Y.	1.50	1.00
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Anthony's Photo Bulletin, N. Y.	2.00	1.75
Argosy, N. Y.	1.00	.90
Atlantic Monthly, Boston	4.00	3.30

Automobile Magazine, N. Y.	3.00	2.75
Bicycling World, N. Y.	2.00	1.70
Book Keeper, Detroit	1.00	.70
Bookman, N. Y.	2.00	1.75
Century Magazine, N. Y.	1.00	3.00
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Camera and Dark Room, N. Y.	1.00	.80
Camera Notes, N. Y.	3.00	2.80
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Critic, N. Y.	2.00	1.85
Current Literature	3.00	2.50
Cycle Age, Chicago	2.00	1.60
Cycling Gazette, Cleveland	1.00	.75
Cycling West, Denver	1.00	.60
Delineator, N. Y.	1.00	.95
Demorest's Fam. Mag., N. Y.	1.00	.85
Etude, Philadelphia	1.50	1.15
Etude, renewals		1.35
Ev'ry Month, N. Y.	1.00	.70
Every Where, Brooklyn	.50	.40
Forum, N. Y.	3.00	2.45
Good Housekeeping, Springfield, Mass.	1.00	.90
Good Housekeeping, renewals		1.05
Great Round World, N. Y., juvenile	2.00	1.70
Harper's Bazar, N. Y.	4.00	3.30
Harper's Magazine	4.00	3.30
Harper's Weekly	4.00	3.30
Inland Printer, Chicago	2.50	2.35
Judge, New York	5.00	4.10
Ledger Monthly, N. Y.	1.00	.85
Leslie's Monthly, N. Y.	1.00	.90
Leslie's Weekly, N. Y.	1.00	.90
Life, New York	5.00	4.50
Lippincott's Magazine, Phila.	2.50	1.75
Literary Digest, N. Y.	3.00	2.50
Literary Digest, renewals		3.05
Little Folks, Boston	1.00	.90
Little Folks, renewals		1.05
McClure's Magazine, N. Y.	1.00	.90
Metropolitan, N. Y.	2.75	2.25
Motor Age, Chicago	2.00	1.60
Motor Vehicle Review, Cleveland	1.00	.85
Munsey, N. Y.	1.00	.90
Nation, New York	3.00	2.80
National Magazine, Boston	1.00	.80
New England Mag., Boston	3.00	2.50
Out Door Life, Denver	1.00	.85
Outing, New York	3.00	2.50
Outlook, New York	3.00	2.85
Overland Monthly, San Francisco	1.00	.85
Pathfinder, Wash., Current Topics	1.00	.90
Photo American, N. Y.	1.00	.85
Photo-Beacon, Chicago	1.00	.80
Photo-Era, Boston	1.50	1.13
Photo Miniature, N. Y.	2.50	2.00
Photo Miniature, renewals		2.55
Photo Times, N. Y.	2.00	1.60
Prof. and Am. Photo, Buffalo	1.00	.70
Popular Science Monthly, N. Y.	3.00	2.60
Public Opinion, N. Y.	2.50	2.10
Puck, New York	5.00	4.35
Puritan, N. Y.	1.00	.90
Quaker, New York	1.00	.90
Recreation, New York City	1.00	.60
Recreation, renewals		.85
Rudder, N. Y.	2.00	1.60
Scribner's Magazine, N. Y.	3.00	2.85
St. Nicholas, N. Y.	3.00	2.60
Strand, New York	1.20	1.15
Success, New York	1.00	.75
Town Topics, New York	4.00	3.50
Town Topics, renewals		3.75
Truth, New York	2.50	2.10
Vogue, New York	3.00	2.70
Wide World Magazine, New York	1.20	1.15
Wood Worker, Ind.	1.00	.70

The following periodicals we are allowed a discount on, but we are not permitted to advertise cut prices: Bassett's Scrap Book (\$1); Brochure Series (\$1); Collier's (\$5.20); Ladies' Home Journal (\$1); Masters in Art (\$1.50); Review of Reviews (\$2.50); Saturday Evening Post (\$1); Scientific American (\$3); Woman's Home Companion (\$1).

## L. A. W. Touring Department

To expedite the giving of information concerning routes, the seven members of the national touring committee have each been assigned a certain territory, and it is urged that as far as possible, the seeker for pointers, as to short routes, communicate directly with the member having charge of the section of the country in which such route or routes are located. Through-route information, and suggestions as to European tours, will be furnished by

the chairman. The personnel of the committee, with the territory assigned to each follows:

George M. Schell, chairman, 639 Bourse building, Philadelphia, Pa.—Pennsylvania, Delaware and southern New Jersey.

Alonzo D. Peck, 221 Columbus avenue, Boston, Mass.—New England states (except western Connecticut) and Upper Canada.

W. S. Bull, 204 Ashland avenue, Buffalo, N. Y.—New York state, western Connecticut and northern New Jersey.

L. W. Ryland, 702 Main street, Richmond, Va.—Maryland, Virginia and West Virginia.

W. C. Munro, 2143 Grand street, W. H., Cincinnati, O.—Ohio, Kentucky and Tennessee.

Carl E. Robinson, 46 Lake street, Chicago, Ill.—Michigan, Indiana and Illinois.

A. M. Welles, 399 Phoenix building, Minneapolis, Minn.—Wisconsin, Minnesota, Iowa.

Information concerning routes in sections of the country not included in the above apportionment will be supplied by the chairman.

Requests for routes MUST be accompanied by stamped self-addressed envelope or stamp preferably the former.

League members inquiring for routes should in all instances append their League number as an evidence of good faith.

Up to date there have been prepared thirteen through routes, as follows:

1—New York to Chicago (via Albany, Buffalo, Cleveland).

2—New York to Chicago (via Delaware Water Gap, Scranton, Elmira, Buffalo, through Canada and Michigan to Grand Haven; thence across the lake by steamer to Chicago or Milwaukee).

3—Boston to Albany (to connect with route No. 1), with a branch trip through the Berkshire Hills to the Hudson River (connecting with route No. 1 at Hudson, N. Y.)

4—Boston to New York (via Springfield), with a branch trip through Berkshire Hills.

5—Boston to New York (via Providence, New London and Long Island).

6—New York to Washington (via Philadelphia).

7—Boston to Portland, Me.

8—Boston to Montreal, with branch trips to the Canada line (Northern Vermont) and the White mountains.

9—Philadelphia to Natural Bridge, Va.

10—Boston to Fall River and Newport.

11—Philadelphia to Delaware Water Gap and Fishkill, N. Y., connecting with route No. 2 (New York to Chicago, via Scranton, Elmira, Buffalo and Canada) at the Water Gap, and with route No. 1 (New York to Chicago, via Albany, Buffalo and Cleveland) at Fishkill.

12—Washington to Chicago and St. Louis (via Harpersburg, Wheeling, Columbus and Indianapolis).

13—Chicago to Salt Lake City (via Rock Island, Des Moines, Omaha and Denver).

Inquirers for above routes will save time by communicating direct with the chairman of the touring committee.

## New York to Buffalo Awheel

In the March number of the L. A. W. MAGAZINE there was published the outline of a route from New York to Buffalo via Albany. In response to numerous requests for a more direct route between the metropolis and the Exhibition City, we reprint from the records of the national touring department that via Delaware Water Gap, Scranton, Binghamton and Elmira, with a through route from Washington, connecting the capital, Baltimore and Philadelphia with both New York-Buffalo routes. In the route published last month connection from the south is made at Fishkill. In the route published below connection is made at Delaware Water Gap.

It must not be forgotten that in New York state sidepath riding without an official tag renders the tourist liable to arrest and fine or imprisonment. They may be obtained from John F. Clark, secretary-treasurer New York division, Vanderbilt building, New York City. The figures following the name of the town indicate the distance from the preceding point.

NEW YORK CITY to JERSEY CITY, via Penna railroad ferries at Twenty-third street, Dushbrasses street and Cortlandt street. Fare three cents (no extra charge for wheels). Leaving ferry, go to left alongside of trolley station and up street in rear (asphalt after one block), and continue up this street (Montgomery street) to Adams' Express stable, on northeast corner, about half a mile (where T. R. two blocks to upper side of City Hall, where T. L. on Mercer

street and continue after asphalt ends on macadam to brick viaduct up the Heights and on again on asphalt to the Hudson County Boulevard, 2½ miles from the ferry. On Hudson County Boulevard T. L. 60-100 mile to Communipaw avenue (second street with a trolley track), where the following direct route can be taken to Plainfield, N. J.; T. R. just before reaching Communipaw avenue on asphalt and continue to end, one long block, at West End avenue, where T. R. on dirt alongside trolley tracks to trolley cross tracks (Communipaw avenue), where T. R. on stone and then across meadows and Hackensack and Passaic Rivers on wooden causeway and two drawbridges (no toll for cyclists, 220-100 miles to bad stone pavement, and on past trolley station, 93-100 miles to where S. Ferry street diverges to left. Take S. Ferry street, passing under railroad bridge half-way up (over fair stone pavement), to where street turns to right; here take street to left which has no trolley (several streets meet here) for 11-100 mile to end at Lafayette avenue (asphalt), where T. R. 90-100 mile to end of asphalt at grade crossing of Pennsylvania railroad. Cross and continue two blocks over good stone to street with trolley tracks, where T. L. (straight ahead for the Oranges, Morris-town and Millburn), three blocks to first street with asphalt pavement (Walnut street). Here T. R. half a block to narrow street on left (Orchard street), which take to Smith street (½ mile), (ice cream saloon on northwest corner), where T. R. two blocks to end at stone church, where T. L. to Brantford street (next to street where trolley turns to right), and then T. R. one block to Frelinghuysen avenue (1 mile), where T. L. and continue to Elizabeth (4 miles).

ELIZABETH (43)—Continue on Frelinghuysen avenue to North avenue, 248-100 miles from turn into Frelinghuysen avenue. Here T. R. on dirt road and macadam 2 miles to Westfield avenue north and near grade crossing of Central R. R. of N. J., where T. R. through Roselle and Cranford to Westfield (6¼ miles), where cross at grade beyond R. R. station and turning to right, continue to Plainfield (185-100 miles).

PLAINFIELD (43)—Level; fine.

DUNELLEN (43)—Level; fine.

ROUND BROOK (43)—Level; fine.

SOMERVILLE (43)—Level; good.

NORTH BRANCH (43)—Rolling; good. Cross north branch Raritan River here.

BUTTERSTOWN (43)—Hilly; good.

LEBANON (43)—Hilly; good.

CLINTON (43)—Hilly; good. Cross Raritan River here.

GLEN GARDNER (43)—Rolling; fair.

JUNCTION (43)—Level; good. T. L. before reaching R. R. station, cross R. R. T. R. near river and ¼ mile beyond T. L. across Musconetcong River. At end of road T. L. to cross road, T. R. to end of road and at first road T. L.

WASHINGTON (43)—First 4 miles rolling, fine; last 2 miles very hilly, fair. Cross canal and at crossroads T. R. for about 1½ miles. T. L. at first road, follow road over mountain down into Oxford Furnace.

OXFORD FURNACE (43)—Rolling; fine. T. R. in front of drug store, cross R. R. twice. At Butzville take left fork past hotel and follow it past Bridgeville Hotel.

BRIDGEVILLE (43)—Rolling; fine. Cross creek and at top of grade ¼ mile farther on T. R.

MANUNKACHUNK (43)—Level; good. After passing Ramseysburg, a small town, T. R. under R. R. bridge, then T. L. and follow straight road to white church; T. L. to river, and cross to Mayer's Ferry (½ miles), then rolling, fine.

PORTLAND (43)—Hilly; good.

DELAWARE WATER GAP (43)—T. R. beyond church to Experiment Mills (1¼ miles) and cross R. R. T. L. to East Stroudsburg. (Connect here with route from Washington, Baltimore and Philadelphia.)

STROUDSBURG (43)—Hilly; good. Leave on Main street, T. R. at Pocono street.

BARCONSVILLE (43)—Hilly; fair.

TANNERSVILLE (43)—Hilly; fair. T. L. and then T. R. near lake.

SWIFTWATER (43)—Very hilly; fair.

POCONO SUMMIT (43)—Rolling; fair.

TOBYHANNA MILLS (43)—Rolling; fair.

YOSTVILLE (43)—Hilly; poor.

MOSCOW (43)—Rolling; fair. See consul (opposite hotel for road to Scranton).

ELMHURST (43)—Down hill; fine.

SCRANTON (24)—Fair; up grade. Along Washington street to Market street, where T.



L. and cross Lackawanna River via Providence to

CLARK'S SUMMIT (8.75)—Hilly; some sidepaths. Direct to

WAVERLY (3)—Hilly; some sidepaths. Direct via Wallsville to

BLEN'TON (5.4)—Hilly; sandy; very poor. Long, dangerous down grade, bearing L. (after crossing east branch and main branch of Tunkhannock Creek) to

GLENNWOOD (4.4)—Level; some sand. Follow Tunkhannock Creek to

CAMERON'S CORNERS (3.4)—Up grade; good. Follow telegraph poles along Nine Partners' Creek to

HARFORD (6.10)—Hilly; good to poor. Dangerous down grade to

NEW MILFORD (1.10)—Rolling; good. Cross Salt Lick a mile beyond New Milford, and follow creek through Summers to

HALSTEAD (7.20)—Rolling to level; good. Keep on left bank of Susquehanna River, which follow through Corbetsville, Conklin and Conklin Centre, following trolley tracks into Conklin avenue; T. L. across Rock Bottom bridge, then South street, Carroll street, Court street, to Court House square.

BINGHAMTON (5)—Generally level; good. Via Court street, across Chenango River and follow Main street; at end of pavement take right sidewalk over river; then on through Lestershire (keep off sidewalks) and Hooper to

UNION (9)—Rolling; fair. Here cross river to Vestal; then T. R. and follow river (up one hill and down another; dangerous to coast) to

APALACHIN (6)—Fair to good; sandy in places. Follow river to

BIG ISLAND (5)—Level; sandy (good side-path). Cross river again and on to

OWEGO (4)—Level; good to fine. Cross river once more and T. R. through Lounsburg to

NICHOLS (9)—Rolling; fair. 1 1/2 miles beyond Nichols cross river to Smithboro, and then T. L. to

BARTON (4.4)—Rolling; fair. Follow R. R. tracks into Chemung street.

WAVERLY (7.05)—T. L. Fulton street, T. R. Broad street; two blocks farther on T. L. and after crossing Erie R. R. tracks T. R. following river for some distance, and then R. R. tracks to

CHEMUNG (4.70)—Level; good. Direct to LOWMANVILLE (6)—Level; good. T. L. and cross river here to Wellsburg, and then T. R. and keep on into Maple avenue, crossing river again into

ELMIRA (8)—Level; good. Lake street to Washington avenue; T. L. to Maxwell avenue, T. R. and 5.10 miles from junction of Lake and Water streets T. L. direct over fine cinder path to

BIG FLATS (11.4)—Level; fine cinder path. Via East Corning and Gibson, crossing river on iron bridge into Market street.

CORNING (7)—Level; good. Continue on Market street and bear R. over viaduct, cross river, and two blocks farther on T. L. and then direct to

PAINTED POST (2.60)—Level; good. Cross river twice before reaching Campbell's, and continue on through latter place to

SAVONA (12.90)—Rolling; fair. Follow river to school house, where bear R. past Round Lake to

BATH (6.50)—Level; fine. Steuben street to Pulteney square, where T. R. to Washington square, then T. L. on Washington street, crossing over and under R. R., and then across river; T. R. past Soldier's Home, T. R. again, recross river and T. L. to

KANONA (4.12)—Level; fine. Follow river direct to

AVOCA (4.30)—Slightly rolling; fine. Follow river direct via Wallace to

COHOCTON (8)—Gradual up grade, then down; good. T. L. at hotel in Cohocton, cross river and bear R. to

PATCHINS MILLS (7)—Hilly; fair. Via Perkinsville to

DANVILLE (6.4)—Level; good. Take L. E. at station and follow R. R. tracks for a short distance; then cross tracks and abandoned canal and follow latter (cinder path) through Woodville, West Sparta and Kyserville to

SONYEA (12.4)—Level; fair. Cross W. N. Y. & P. R. R. and follow tracks (cinder path) to

MOUNT MORRIS (3.4)—Medium to heavy grades; poor to fair. Cross R. R. twice and then Genesee River, turning R. L. and R. to direct road to Warsaw, via The Pines, Perry Center and East Warsaw.

WARSAW (15.70)—Rolling; fair. After crossing creek T. R. to

DALE (West Middleburg (6.75)—Rolling; fair. 3 1/2 miles beyond Dale T. L. across R. R. via Vernal to

ATTICA (9.65)—Rolling; fair. After crossing creek T. R. a short distance and then take L. R. to

DARIEN CITY (4.50)—Rolling; fair. Through Darien Center to

ALDEN (7.4)—Generally level; good. Bear L. to West Alden, and then direct through Town Line to

LANCASTER (9.55)—Level; poor to fair. T. L. and then T. R. past Cheektowaga and Forks Stations to Walden avenue (asphalt begins at City Line, 4.15 miles out); T. L. into Genesee street, then west to Main street

BUFFALO (10.75). (Connecting with above route at Delaware Water Gap and at Fishkill with route published in the March L. A. W. MAGAZINE):

WASHINGTON—Leave via 7th street. Fine; level; to

BRIGHTWOOD (5.4)—Fine; level; to

SLIGO (2.4)—Fine; rolling.

BURNT MILLS (3)—Fine; level. At White Oaks T. L. to

COLESVILLE (3.4)—Poor; rolling. Via Elmer to

ASHTON (6)—Fair; hilly. At cross roads T. R. cross Patuxent River, and thence, via Highland to

CLARKSVILLE (6.4)—Good; rolling. At country store (P. O.) T. L. to

COLUMBIA (6.4)—Fine; hilly. T. R. at Howard House in

ELLICOTT CITY (3)—Fine; hilly; to

CATONSVILLE (4.4)—Fine; rolling. Frederick pike direct into Frederick street.

BALTIMORE (6.4)—At Baltimore street T. R. and then E. (fair pike, rolling) to

CLIFTON (3.4)—Fair pike; rolling; to

FIVE-MILE HOUSE (3)—Fair pike; rolling; to

BRICK MEETING HOUSE (10)—Fair; rolling; to

RECORD (7.4)—Poor pike; hilly; to

BEL AIR (6.4)—Poor pike; hilly; to

CH. RICHVILLE (3.4)—Fair; rolling. Via LaPidum to

HOPEWELL CROSS ROADS (5)—Fair; generally down hill to ferry; cross Susquehanna to

PORT DEPOSIT (4.4)—Fair; rolling; to

BRICK MEETING HOUSE (10)—Fair; rolling; to

OXFORD (6)—First 5 miles poor, remainder fair to fine to Coatesville. After leaving Oxford go through Russellville and Cochranville to brick schoolhouse beyond latter place; T. R. and then T. L. and down long hill, past grist mill, and T. L. to Steterville; then T. R. and follow road parallel with R. R. track to

COATESVILLE (20)—T. R. on Lancaster pike (fair to good) to

DOWNTOWN (8)—Keep on pike, or take Boat Road (better in dry weather) to

PAOLI (10)—Superfine; rolling. On Lancaster pike, via Berwyn, Villanova, Bryn Mawr and Ardmore, to City Line toll gate, where T. L. to Belmont avenue; T. R. through Fairmount Park to Lancaster avenue; T. L. to 32nd street; T. R. one block to Chestnut street; T. L. to Broad street (City Hall).

PHILADELPHIA (20)—Fine; rolling. North on Broad street to Old York road, direct to

WILLOW GROVE (14)—Fair; rolling. Take L. E. to

DOYLESTOWN (12)—Fair; hilly. Direct to

DANBROUGH (3)—Fair; mostly down hill. T. R. via Gardenville to

PT. PLEASANT (6)—Good; fairly level. Via Erwinna, Kintersville and Riegelsville to

EASTON (20)—Poor; fairly level. Keep to river road.

MARTIN'S CREEK (7)—Fair to sandy; rolling. Via Three Churches, and cross Delaware River to

RELAIDERE (7)—Fair; rolling. Via Manunka Chunk and Ramseysburg to

DELAWARE (5)—Good; level. Cross to Pa. side here and bear R. direct to

PORTLAND (6.4)—Good; hilly. Direct to

DELAWARE WATER GAP (5.4)—Rather poor; rolling. Via Experiment Mills and Shawnee to Bushkill. (Connect here with through route to Chicago and Milwaukee via Scranton, Elmira, Buffalo and through Canada and Michigan.)

BUSHKILL (13)—Fine; level. Direct

## APPLICATION FOR MEMBERSHIP IN THE L. A. W.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue, Boston:

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy five cents for one year's dues, and the remaining twenty five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. Magazine, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution. I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town..... State.....

Cycle Club..... Write references on margin below.

DINGMAN'S FERRY (12)—Fine; level. Direct MILFORD (8.4)—Fine; level. Direct

PORT JERVIS (7.4)—Fair; hilly. Up valley 7 miles, T. R. to foot of Shawangunk Mountain, and over it to

GLYMARD SPRINGS (8.4)—Good; rolling. Via Mt. Hope.

MIDDLETOWN (12)—Good; rolling. Direct

MONTGOMERY (12)—Good; rolling. Direct. About 4 miles going into Newburg poor.

NEWBURG (12.4)—Ferry to

FISHKILL—(Connect here with New York-Albany route to the west.)

## Special L. A. W. Accident Policy

Terms of Policy.—"For value received the will pay to the beneficiary One Thousand Dollars, provided the assured is killed or sustains fatal injuries caused solely by external, violent and accidental means, and which shall be the sole cause of death within one month from the date of the event causing the injuries, while traveling within the limits of the United States as a passenger in a place regularly provided for the transportation of passengers, within a public conveyance, licensed steamboat or elevated railroad train, provided by a common carrier for passenger service only, in consequence of a collision or other accident causing actual damage to the conveyance in which assured is riding. And should the assured sustain injuries caused solely as specified above which shall not prove fatal as aforesaid, but which shall immediately, continuously and wholly disable and prevent the assured from performing any and every duty pertaining to any business or occu-

pation, the company will pay the assured Five Dollars per week during the time of such disablement, but in no case for more than five weeks for any one accident.

"Cyclists—And should the assured, while riding upon a bicycle within the limits of the United States, sustain such non-fatal injuries as described in the foregoing paragraph hereof and caused directly and solely by a collision with any conveyance except a bicycle, the company will pay the assured Five Dollars per week during the term of disablement as aforesaid, but in no case for more than five weeks for any one accident.

"This insurance is limited to one coupon-contract for each holder, is for the term of three hundred and sixty-five days from the date of issue hereof; and applies only to persons over sixteen years of age and under sixty-five years of age."

Price to L. A. W. members, fifty cents. Not sold to others.

This policy cannot be obtained elsewhere for less than \$1.00. Send name, address and fifty cents to Abbot Bassett, secretary of the L. A. W., 221 Columbus avenue, Boston, Mass. No special blank required.

As we cannot issue a policy to a member unless the company is licensed to do business in his state, we select a company which can issue a policy under the laws of the member's state.

## Colorado Division

The resignation of Mr. Frank Robertson as secretary-treasurer of this division was handed in at the last meeting of the board of officers and was accepted by them.

## RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue Boston:

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number..... Date of Expiration.....

Name.....

Street and No. or P. O. Box.....

City..... State.....

City and Division in which my home is and to which I should be attached.....

Magazine will be stopped at date of expiration. You have 60 days in which to renew.



## The Finest Golf Goods Made



Are turned out of the HUNT factory at WESTBORO, MASS.

FOR EXAMPLE:

### A METAL WHICH DOES NOT RUST

is used in the manufacture of all HUNT metal club heads. It is stronger than steel. In color it resembles nickel.

### THE LONGEST DRIVERS MADE

In the Nicholls Special Socket Drivers the spring of the shaft is located very near the head, a form of construction which aids in long driving. In making the joint the grain of the wood is not broken. Nor are there large spaces to be filled with excess glue.

### FINELY FINISHED SHAFTS

The shafts of all our clubs, both metal and wood, are made from selected second growth hickory. For finish they outrank anything now on the market.

### CADDY BAGS AND GOLF BALLS

The best of leather and design in the one; seasoned and unadulterated imported gutta-percha in the other.

If you want a cheap ball don't buy the Nicholls. It costs \$4 a dozen. Old balls of standard makes taken in exchange or purchased for cash.

Write for catalog illustrating the finest golf goods made.

**HUNT FACTORY, Westboro, Mass.**

In order to fill the vacancy I have appointed Dr. A. C. Stewart, 16-17 Nevada building, 622 15th street, Denver, Colo., as secretary-treasurer to fill the unexpired term.

THOS. H. GIST,  
Chief Consul Colorado Division, L. A. W.

### Cycling in Europe

By F. A. Elwell. Stock must be reduced. Sent to any member of the L. A. W. for five cents to pay postage or will be given without price at any one of our offices in Boston, New York, Philadelphia or Providence. This is an illustrated hand-book of information for the use of touring cyclists, containing also hints for preparation, suggestions concerning baggage, expenses, routes, hotels, etc., and a list of famous cycling tours in England, Ireland, France, Switzerland, Germany and Holland, giving each day's stopping-place, and notes of attractive features along the route.

This little book will tell you when to go, how to go, the rates of fare on different lines, hints for the voyage, what touring costs per day in different countries, what routes are most attractive and the best time of year for visiting attractive points; how to prepare for the trip and what luggage will be found necessary and useful, how to carry money, and all the odds and ends of detail that are likely to vex a cycling tourist who lacks this information.

### The National Road

The transoceanic military road, suggested and advised by Gen. Miles, brings to mind the old national road from the national capital over the Alleghenies through Ohio and Indiana to Vandalia, then the capital of Illinois. The project was inaugurated in 1806 under President Jefferson when the survey appropriation was made. The actual construction was not commenced until 1814, says the Chicago Record. It was built upon the theory that a straight line had to be followed, and in Ohio the engineers in

charge laid out their work over the highest hills instead of around them. For this reason the road is in that state virtually a Chinese wall for military purposes, as the moving of heavy artillery over them would be equal to scaling the Alpine heights. This feature of its construction is condemned by Gen. Miles, who finds the highway impractical for the use of the army. The road was completed to Vandalia, the capital of Illinois, and soon after came the crash in 1835, when the work was abandoned. Many scandals were unearthed and it was found that our forefathers understood the juggling of contracts, buying of inspectors and adopting criminal waste in the spending of public funds as well as their offsprings of the present day.

The famous highway was macadamized in some places, while in others the "corduroy" system was used, as well as gravel, plank and sand in different sections of the road. It had its conception in the grant of the northwestern territories, and was to be the connecting link between them and the east, through a country that was absolutely impassable. The Ohio, as well as many other rivers, was bridged for the first time when the road was built, and its engineers had difficult tasks confronting them. It was a blessing to the people, and served its purpose well. The road is now the principal street of many important cities. In Indianapolis it is Washington street, in Terre Haute Main street, and so on along its entire route from the capital of the nation to the old capital of Illinois. It is the largest thoroughfare in the United States, and its importance to the government at the time it was built was incalculable. In 1818 the government donated the highway to the states through which it passed and federal control was then abandoned. Some legislatures—Indiana being one—passed special acts and planked parts of the road, erecting tollgates and demanding tribute from all who used it. The tollgates have all passed away and the identity of the famous old road is nearly lost. It is now an ordinary country road, without anything to show the important

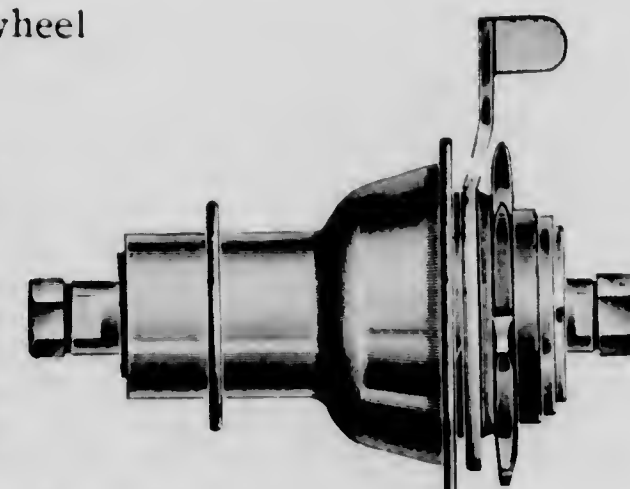
"Ride for the pleasure of riding, for the blessing of health and give heed to the beauty of nature around you."

This is only possible when your wheel is fitted with the



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150,000 IN  
USE.

## MORROW COASTER BRAKE



Can you imagine anything pleasanter than a spin into the country?

When your wheel is fitted with the MORROW COASTER BRAKE, you can ride and rest without getting off your wheel. A simple back pressure on your pedals does it and you are hardly aware of it.

No wonder thousands of old time cyclists have come back into the fold of enthusiastic riders. Send for our very interesting booklet on cycling.

The pioneer and largest exclusive coaster brake makers in the world.

**THE ECLIPSE MFG. COMPANY**

P. O. Box 100.

... ELMIRA, N. Y.

part it took in building up this part of the country. The remnant of the army men who built the road are rapidly dying, and its history is dying with them.

## BRISK SHOP TALK

A pedal clip that is not a toe clip and which will not scrape the top of the shoe, pinch the foot, strike the ground on low dropped frames, nor catch in the skirts of women riders, is the sole clip marketed by John C. Wall, 939 Bowling Green building, New York City. This device is a light bent-wire clip which is easily applied to the pedal, takes a firm grasp on the edges of the sole but allows the foot to be instantly extracted, and which is out of sight when the rider is mounted and using the clips. These sole clips are especially desirable for women riders, who have quite as much need for foot retainers as the male cyclists, but who object to unsightly toe clips and devices which catch in the skirts, tearing the lining and threatening to throw the rider from the machine.

Twenty-one of the most prominent American bicycle manufacturers are this season putting out cushion-frame models of the Hygienic Wheel Company's type, and no rider can say that it is this year impossible for him to secure ease and comfort on any models of leading make. Ten different lines of American Bicycle Company's manufacture are equipped with the cushion-frame, including the Columbia, Cleveland, Crescent, Monarch, Rambler, Imperial, Featherstone, Tribune, Stearns and Barnes. Among other manufacturers, these are pushing cushion-frame models and are enjoying the success that their enterprise merits: Geo. N. Pierce Company, Buffalo, N. Y.; Olive Wheel Company, Syracuse, N. Y.; Davis Sewing Machine Company, Dayton, O.; National Cycle Manufacturing Company, Bay City, Mich.; Gendron Wheel Company, Toledo, O.; Rochester Cycle Manufacturing Company, Rochester, N. Y.; Arnold, Schwinn & Co., Chicago, Ill.; Milwaukee Cycle Company, Milwaukee, Wis.; Seymour Manufacturing Company, Elmira, N. Y.; Thos.

Northway, Rochester, N. Y.; Kirk Manufacturing Company, Toledo, O.; Iyer Johnson Arms & Cycle Works, Fitchburg, Mass.; Miami Cycle Manufacturing Company, Middletown, O.; Waltham Manufacturing Company, Waltham, Mass.; Homer P. Snyder Manufacturing Company, Little Falls, N. Y.; Apex Wheel Company, Julius Andrae & Sons Company, Milwaukee, Wis.; Spall Cycle Fittings Company, Toledo, O.; Otto Konigsow, Cleveland, O.; Warwick Cycle & Automobile Company, Springfield, Mass. The luxurious every-day train to California, the Overland limited, leaves Chicago 6:30 p. m. via Chicago & Northwestern, Union Pacific and Southern Pacific railways. Dining cars a la carte, Buffet library cars, Drawing room sleeping cars without charge. The best of everything. Personally conducted excursions semi-weekly. Send for illustrated booklet. W. B. Kniskern, G. P. & T. A. C. & N. W. Ry., Chicago, Ill.

The Goodrich detachable tires are made of splendid Sea Island cotton thread fabric, the finest Para rubber cover and pure gum tubes. These tires are rapidly becoming popular and are taking a particularly strong hold on the riders of the far west and Pacific coast. The Goodrich Tire & Rubber Company, of Akron, O., which manufactures them, is now at work on an order for 5,000 pairs for export. The retail price of the Goodrich Detachable tires is \$1.75 each, not per pair, as mentioned by mistake in these columns in the last issue.

Dealers who have handled Moxon's Liniment declare that they would not do business without it. Many dealers report a good run on it last season, and of course they are handling it again this year. This is a liniment that does the work for which it is advertised, and no dealer need hesitate to lay in a stock. Special quotations are now being offered by the Moxon Liniment Co., Mt. Clemens, Mich.

The Columbia automatic gas lamp, manufactured by the Hine-Watt Manufacturing Company, 14-16 N. Canal street, Chicago, is one of the neatest and cleverest lamps on the market, and deserves the large demand it is having. The Columbia has these features: Positively automatic water feed regulates the flame and water feed by the gas valve. Lights at once. Turns down or out at once like your old barn lantern. No carbide wasted. Charge can be used repeatedly until exhausted. Uses one-third



the carbide necessary in the large lamps and gives as good a headlight as the best. You can more than save the price of your lamp in one season in carbide alone. Gas generates at low pressure thus avoiding all danger common to high pressure lamps. Carbide cup is as easily charged and cleaned as a tea cup. Every lamp guaranteed.

Attractive prices on coaster-brakes, tires and bicycles are noted elsewhere in this issue in the advertisement of the E. P. Blake Company, 57 Sudbury street, Boston, Mass. Look it up.

Stamp collectors are directed to the interesting advertisement in this issue of the lines offered by G. N. Polhemus Franklin Park, N. J.

No library is complete without a good scrap book, the Perfect, for instance, of which the Perfect Scrap Book Company, 150 Nassau street, New York City, has more to say in its advertisement in this issue. It is a pointed talk worth reading.

Solar lamps were among the very first successful acetylene gas lamps produced in this country and they have always ranked among the very best. They are reliable under all conditions, which is one reason why the Badger Brass Manufacturing Company, Kenosha, Wis., keeps its big plant busy turning them out.

Diamond tires at \$6 and \$1 per pair is the latest offering of the Diamond Rubber Company, Akron, O. whose standing in the tire industry warrants the assertion that Diamond tires are always worth riding.

Twenty-two years on the market and always a success is the record of the Rambler bicycle, hence this machine never loses favor, but instead continues yearly to add fresh popularity.

Hartford tires make the wheel run easier and have resiliency, strength and durability to the degree desired by all wheelmen. A booklet can be had for the asking. See the advertisement in this issue.

Corbin's New Departure coaster-brake, improved for 1901, strong, positive and guaranteed to give perfect satisfaction, is the subject of P. & F. Corbin's illustrated advertisement in this issue, to which your attention is directed.

Monarch 1901 models are made in a variety from which the most exacting rider can choose a mount without the slightest difficulty. Write for a catalogue.

A Bundy gas lamp for \$2 is an offer one cannot well afford to overlook. Bundy features are many. Write for catalogue, or see the lamp at your dealer's.

Climax hygienic suspension saddles have stood the test of time and come off a winner. They retain their shape and always afford comfort. Look up the advertisement in this issue.

For less than one cent every four hours the Autorette motor tricycle can be run on any road and thoroughly enjoy. It is illustrated on our advertising pages.

Cole's 3-in-1 products are standard goods, hence Cole's Stop Leak fluid cannot but appeal to riders as a thoroughly reliable article. The G. W. Cole Company, 141 Broadway, New York City, produces no other kind of goods.

The Spalding center-driven chainless model is one of the wheels that is already this season in great demand. Catalogues can be had from dealers or by addressing the makers.

Cyclometers for 50 cents are seldom advertised, but L. A. W. MAGAZINE readers may this month take advantage of such an opportunity. See E. B. Catlin's advertisement.

Elegance is a feature of the "Twentieth Century Canary" Featherstone, of which the details can be had by addressing the manufacturers.

Ease of repair makes G. & J. tires worthy of the popularity they have always enjoyed and continue to enjoy in this country. When you use G. & J. tires, you do so with confidence that you'll not have to walk home.

There is comfort in the Berkeley spring seat post, and it will never be your opportunity to know how enjoyable it is until you try one. Ask your dealer about it.

The highest award at the Paris exposition last year went to Columbia bicycles, and no one doubts that the award was well deserved. Columbias come in both chain and chainless models and are worth all they cost, and they don't cost a cent more than other makes.

Are you a golfer? Then you certainly take pride in having a fine outfit. There is little enjoyment in the game when one's implements of

# COMFORT with SPEED is the CUSHION FRAME

Motto.

The CUSHION FRAME is positively the greatest bicycle invention since the advent of the pneumatic tire. It practically increases the resiliency of the tire four fold WITHOUT IN THE LEAST DETRACTING from the SPEED or POWER of the wheel [as compared with the so-called rigid frame.] The most enthusiastic converts to the Cushion Frame are the old-time, speedy "get there" riders who at first "scoffed" the idea of COMFORT being combined with "speed and power" in a bicycle.



## Robinson's Bath Cabinet Cures Disease Without Medicine

A positive cure for Rheumatism, Blood, Liver, Kidney and Skin diseases. No disease can resist the power of heat. A boon to cyclists after hard rides. Prevents sore muscles and stiff joints.

A Turkish Bath at Home for 2 Cents

30 Days' Trial FREE

If no refund as represented money refunded.

\$2.00 Book Free to Patrons, contains full instructions for curing disease, written by prominent physicians. Please send for Our Book and Special Offer to L. A. W. Members. Agents Wanted.

\$75 to \$200 monthly can be made. Write us at once for special Agent's 1901 proposition. Exclusive rights given. Do not delay.

ROBINSON THERMAL BATH CO.  
686 Jefferson St., Toledo, Ohio.

play are bad. The good kind of goods are made at the Hunt factory, Westboro, Mass.

Pioneer and reliable are two words that express points of note in the Morrow coaster-brake. Once you ride a Morrow you will always be a Morrow advocate.

From \$60 to \$25 in price, with a cushion frame model at \$50, the Imperial line for 1901 cannot fail to attract attention. Look up the advertisement in this issue and then get a catalogue before you decide upon your mount for this season.

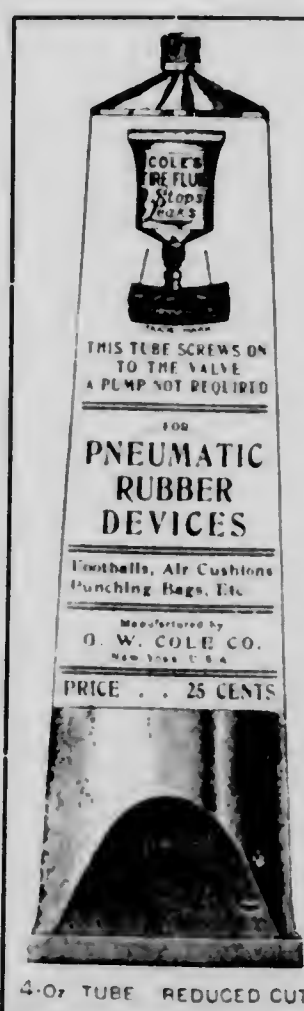
### Correspondence from Members

The chief consul of Missouri expresses surprise that the emblem of the Cyclists' Touring Club of England is the same as that of the L. A. W. and says: "As their organization is older than ours we must have copied it from them." I have been a member of the L. A. W. since 1881 and at that time the L. A. W. had a badge of silver with a map of North (and South America on it, if I recall it rightly). It was designed by Joseph Pennell, the artist, now our foreign marshal at London. There was some dissatisfaction with it and a new design was asked for. That of C. H. Lamson, of Portland, Me., was selected and is the present badge. He patented it in this country, but unfortunately not in England. A few years after our adoption of the design, the Cyclists' Touring Club, which had previously had a shield badge, copied our design, substituting the letters "C. T. C." for "L. A. W." and has since used it, but we had no redress. I think these facts ought to be made known, and that we should not allow ourselves to be placed under the imputation that we had taken the design from the C. T. C., when the reverse is the case. Yours very truly,

MARIOTT C. MORRIS.  
No. 159, L. A. W.

### Dorner Declines

Otto Dorner, Milwaukee, Wis., has declined the appointment as a member of the highway improvement committee.



## COLE'S STOP LEAK FLUID

will permanently and quickly heal any leak or ordinary puncture in any make of tire.

Screw to valve and force liquid into tire.

It will not interfere with the valve.

Tires on bicycles that have been stored for the winter become porous and sometimes have small punctures.

COLES TIRE FLUID

rejuvenates them.

It is a purely vegetable compound that cannot injure the rubber and is easily dissolved in water. Its use will not prevent patching or vulcanizing. Each tube contains sufficient for one application.

You can buy it of your dealer or we will send a 4 ounce tube direct for 25 cents in stamps.

Every rider wants a tube for it is clean and handy to use and it saves time and money.

Accept no substitute.

G. W. COLE COMPANY  
141 BROADWAY, NEW YORK CITY.  
Makers of **3 in One**

Help one another, and don't pass a belated cyclist in an out-of-the-way hole, with a punctured tire, without first offering assistance. You may be in the same unfortunate plight yourself one day.

There are two things that are a constant wonder to some wheelmen—how the cycling world got along before he arrived on the scene, and how it will struggle along when he leaves.

The cyclist who looks around and laughs, after he has fallen from his wheel with great force, may reasonably be supposed to have a keen sense of humor.

Cheap bearings are usually works of f(r)iction.



## The BERKEY SPRING SEAT POST

**DOUBLES the PLEASURE of CYCLING** by preventing all vibration, jar and jolt, making Rough Roads and Pavements seem as Macadam. FITS ANY Bicycle, New or Old. Ask your dealer or send \$2. We will forward "The Berkey" express prepaid— if not satisfactory return at our expense and get your Money Back. BOOKLET FREE. CAUTION— Give your weight, also size of rigid post, when ordering.

BERKEY SPRING SEAT POST CO.  
STATION B. GRAND RAPIDS, MICH.



### RIDER AGENTS WANTED

One in each town to ride and exhibit sample 1901 Bicycle. **BEST MAKES**

**1901 Models, \$10 to \$18**

'99 & '00 Models, high grade, \$7 to \$12.

**500 Second-hand Wheels**

all makes and models, good as new.

Great Factory Clearance

Sale at half factory cost. We ship anywhere on approval and ten days trial without a cent in advance.

**EARN A BICYCLE** distributing Catalogues for us. We have a wonderful proposition to Agents for 1901. Write at once for our Bargain List and Special Offer. Address Dept. 121-M

**MEAD CYCLE CO., Chicago**

### A SOLE CLIP

Better than a Toe Clip

Does not hurt top of shoe, pinch the foot, catch hinders' dresses, or strike the ground on low drop frames. Easily applied, foot readily detached, absolutely rigid. When ordering send size of shoe. Send stamp for descriptive circulars of bicycle specialties and novelties.

**JOHN C. WALL, 930 Bowling Green Bldg., New York.**

### DO YOU WANT A COASTER BRAKE?

WHY NOT PUT A

**C-C**

ON YOUR OLD HUB?

If your dealer cannot supply you, send your sprocket and lock-nut with \$1.00 and we will send you coaster brake to fit your hub. All charges prepaid and satisfaction guaranteed. Booklet Free. **CANFIELD BRAKE CO., Corning, N. Y.**

*Cycling Gazette*

\$1 A YEAR— and well worth it.

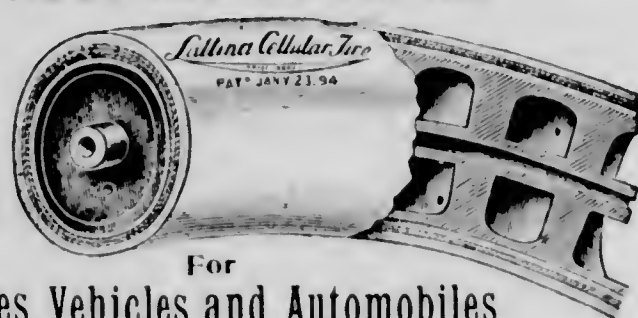
Publication Office - CLEVELAND, OHIO.

Sample copy, 2c stamp.

## "ENDS ALL TIRE TROUBLES"

THE LATTINA CELLULAR TIRE

THE REAL THING



For Bicycles, Vehicles and Automobiles

Cannot be punctured, needs no inflating. Elastic and most durable tire made. Smaller than pneumatic, lighter than solid. No valves. Always ready. This is the only tire which assures absolute freedom from puncture troubles.

**THE RUBBER TIRE CO., 1215 Market St., Phila., Pa.**

### MORROW BRAKES:

Morrow or New Departure Brakes, complete wheel, ready for tire - \$1.75  
Climax Brake, equal to any brake made, complete wheel, ready for tire - 3.98

### TIRES:

Dunlop, 1901, any size, per pair	\$7.75
G & J, any size, per pair	6.95
Hartford No. 80, per pair	6.37
Hartford No. 77, per pair	5.97
Hartford No. 70, per pair	4.97
Chase Tough Tread, per pair	4.75
Kangaroo, 1 1/2 in. only, per pair	4.50
Diamond 100, per pair	4.20
Diamond Double Tube, per pair	3.75
Diamond XX, per pair	3.25
Record, guaranteed, per pair	3.50
Middlesex, guaranteed, per pair	3.10
Akron, unguaranteed, per pair	2.95

Send for catalogue of our 20th Century Bicycle with guaranteed tires, for \$17.75, as good as any \$25.00 wheel made.

The above prices are the lowest ever quoted in the United States. As to our reliability we refer you to R. G. Dunn, Bradstreet or Faneuil Hall National Bank.

Postoffice or express money order only accepted.

**E. P. BLAKE CO., 57 Sudbury Street, BOSTON.**

## The Photographers' League

Incorporated under New York state laws. Members receive free illustrated monthly magazine. Circulating library of standard photographic text books, these being mailed to members on mere payment of postage. Wholesale prices on all supplies. The League markets its own rapid Dry Plates, Gas-light Paper, Platinum Paper, Printing-out Paper, Developers, etc. Shipments made everywhere. Information Bureau, Sale and Exchange, Print Exchange. Weekly demonstrations. Numbered ticket mailed to members. Sample copy of Bulletin and League Prospectus on application. Unrivalled facilities for photographers. Total annual dues \$1.00.

BOSTON BRANCH: 217 Dudley Street.

**HEADQUARTERS, 320 Broadway, N. Y.**

### THERE'S REAL COMFORT IN THE REEVE'S

#### Ideal Spring Seat Post.

It relieves all jolts and jars, and converts any Bicycle, new or old, into a Cushion Frame. Fits any wheel. Sent prepaid to any address on receipt of \$1.75. Money back after three days' trial if you want it. Send size of present post.

D. E. ORVIS & CO., 71 E. Genesee St. Buffalo, N. Y.

Reference, Buffalo Commercial Bank

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

ADAMS'  
Pepsin  
Tutti  
Frutti

Is a Boon

to all Cyclists.



It Keeps  
the mouth  
and throat  
moist.

For Sale

Everywhere,

1901

*Spalding*  
Bicycles

### Ride Out Into the Country

and enjoy freedom from care and worry. Spalding Centre Driven Chainless Bicycles make cycling all the more enjoyable because every part is made with utmost care and skill; the result is a superior, easy running wheel.

Catalogue of dealers or by mail from us.

**COLUMBIA SALES DEPT.**  
Hartford, Conn.



## A GOOD Cyclometer

Just as reliable and as fully warranted as any made. Registers 1,000 miles and repeats. Manufactured to sell for \$1.00. We want your trade and by way of introduction we will mail you

**One of these Cyclometers for 50c**

Remit in cash or 2c stamps.

A rear wheel with the best Coaster Hub and Brake we can find. No repairer needed to fit to your bicycle. If we can have your order this month **Price is \$5.00.**

Here is the way our customers feel:

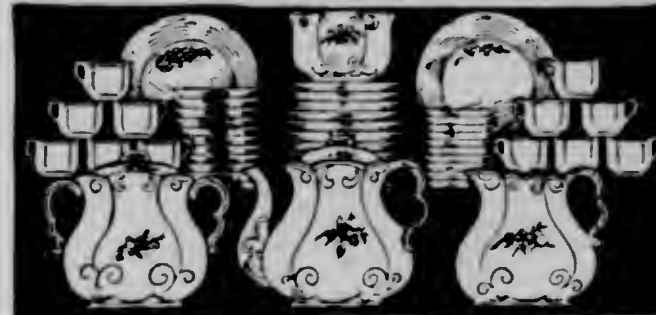
F. B. Catlin, Dear Sir:—I received the wheel with brake all right. I did not write before because I wanted to try it. I am perfectly satisfied with it and thank you for filling my order so soon. I recommend it to my friends.  
C. Reed, 4235 Westminster Ave., W. Phila., Pa.

Send in your orders for the above. If you want to know more, write us.

This is the Place

**F. B. Catlin, Winsted, Ct.**

## 56-PIECE TEA SET FREE



to every woman who will sell only 24 boxes of Salvona Soap—guaranteed to give satisfaction—worth the full price we ask for it, but we give extra to each purchaser a beautifully decorated lamp or their choice of several valuable premiums shown in catalogue. To the agent selling 24 boxes of Salvona Soap we give, free, a 56-Piece Tea Set or 50-Piece Dinner Set, decorated handsomely and gold traced. Our cata-



logue also shows other beautiful premiums given to agents for helping us introduce our goods. We give Couches, Lace Curtains, Carpets, Graniteware, Chinaware, Sewing Machines, Etc. No money required. We allow 15 days' time to deliver goods before paying us. We allow a liberal cash commission if preferred. Write to-day for catalogue.

This is only one of the letters received from many satisfied customers and will convince you that you are dealing with an entirely honorable business house who will do exactly as they claim:

I am delighted with my premiums and all my customers express their appreciation and surprise at the goods and premiums. I am getting up another order and hope to forward soon. Everything came through in good shape.  
Mrs. E. A. COCKRELL.

**SALVONA SOAP CO., Cor. Main and Locust Streets, ST. LOUIS, MO.**

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



# MOXON'S LINIMENT

Made at the celebrated Mt. Clemens Mineral Springs.

**"Cheapest, Strongest and Most Effective External" Remedy in the World.**

Bicycle riders should never be without it. As a remedy for sprains, sore muscles, bruises, and general exhaustion it is without an equal. The friend of all athletes. The pains of rheumatism are relieved instantly by its use. Refreshing as a Turkish bath after a fast "spin." Invaluable for toilet purposes. Makes an elegant shampoo. More effective and quicker than mustard for sore lungs.

**PRICE, 25 CENTS A BOTTLE**

Special for L. A. W.'s We have so much faith in our liniment pleasing you that we will send every L. A. W. member a free sample bottle, provided they send us name and address of their druggist.

THE MOXON LINIMENT COMPANY, - - MT. CLEMENS, MICH.

THE

**"Autourette"**  
MOTOR TRICYCLE

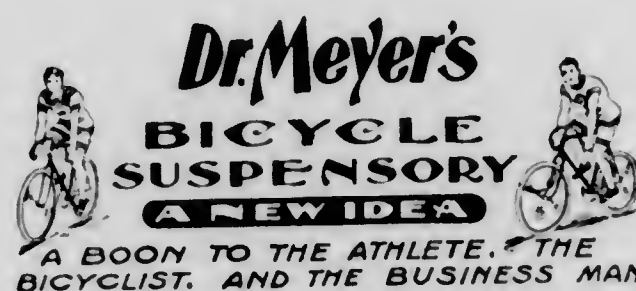
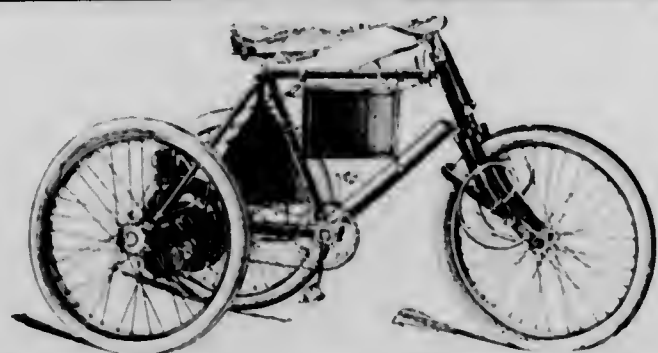
The Autourette is always ready for immediate use, is thoroughly practical and easily handled.

**COSTS LESS THAN 1-4 OF A CENT PER HOUR TO RUN IT.**

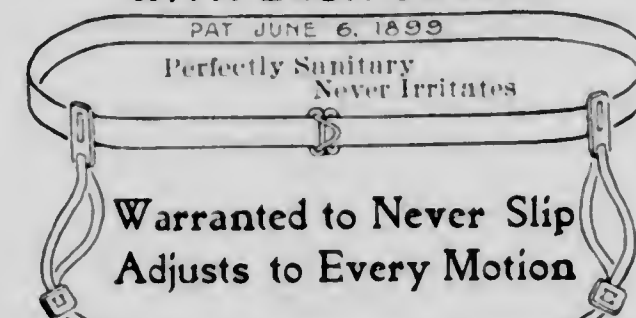
The Physician, the Business Man, the Tourist, can all gain profit and enjoyment from the use of the AUTOURETTE.

Write for our "E-A" booklet.

**AUTOMOBILE DEPT.**  
AMERICAN BICYCLE COMPANY  
2316 Park Row Bldg., New York, N. Y.



**2 DETACHABLE SACKS WITH EACH OUTFIT.**

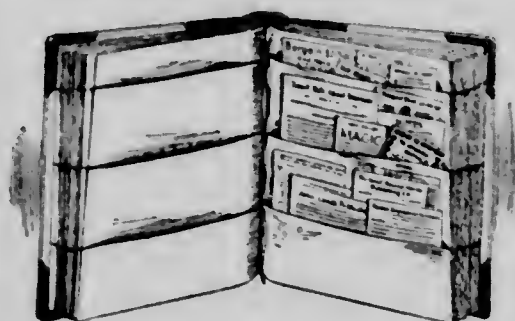


No Buckles

No Back Straps

In Dr. Meyer's New Idea Suspensory you have COMFORT, CLEANLINESS and ABSOLUTE EFFICIENCY. Sacks changed in a minute for washing. Sent free by mail on receipt of Price, \$1.00. Address

Doctor Meyer's T. B. Sanitarium.  
Mail Order Dept. A, Watertown, N. Y., U.S.A.



## SAVE Your Scraps

IN THE

**"Perfect" Scrap Book**

No Paste. No Bother. Self-Indexing. Instant Reference.

Almost every day you have occasion to clip something out of a publication which you wish to preserve for future reference. — **THIS IS THE BOOK!**

Send **50 Cents** and one will be mailed to you. Address

**15c** will get you a PERFECT ALBUM for Film Negatives. Write for one.

THE PERFECT SCRAP BOOK CO,  
150 NASSAU STREET — NEW YORK CITY.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

# Columbia

## BICYCLES

**STANDARD OF THE WORLD**

In competition with all other American bicycles Columbias won the Diploma of the Grand Prix (highest award) at the Paris Exposition of 1900.

THE **Columbia** REVEL-GEAR CHAINLESS BICYCLE

for 1901 is of reduced weight and has many important improvements. It is perfectly adapted to all conditions of riding. For the business man, the woman rider, the tourist and road riders generally its advantages are unequalled. Price, \$75.00.

**Columbia** CHAIN BICYCLES FOR 1901

by reason of their light weight, fine running quality, symmetrical proportions and artistic finish, appeal strongly to all discriminating riders who prefer the older form of power transmission. Price, \$50.00.

Columbia Cushion Frame. \$5.00 Extra. Columbia Tire or Hub Coaster Brake. \$5.00 Extra.  
Catalogue of dealers or by mail.

**COLUMBIA SALES DEPARTMENT**  
HARTFORD, CONN.

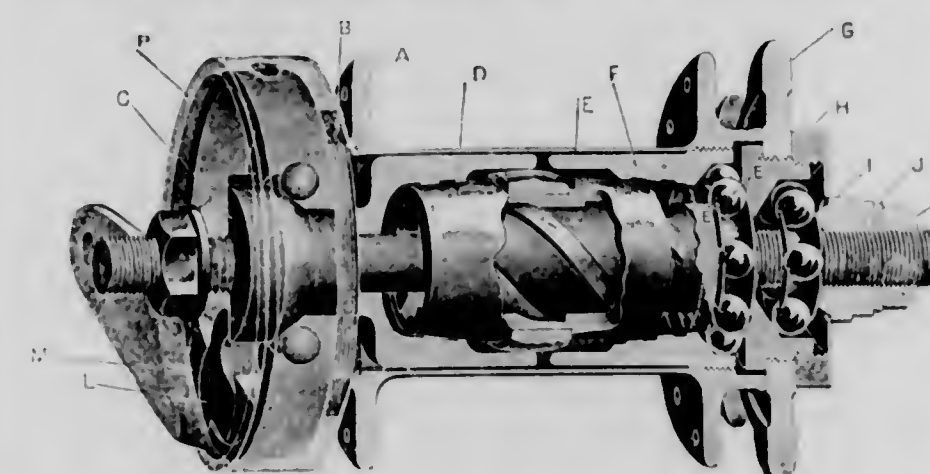
You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



## START THE SEASON RIGHT

Whether you are going to buy a new wheel or use your old one, have it fitted with a **CORBIN** New Departure Coaster Brake. There is much pleasure in going up or down hill when you know how much you can depend on your brake. On level roads, your distance is cut by half — if your wheel is fitted with :

## CORBIN'S NEW DEPARTURE COASTER-BRAKE



IT IS THE STRONGEST, MOST POSITIVE AND SAFEST BRAKE MADE AND IS SOLD BY EVERY DEALER AND FITTED BY ALL MANUFACTURERS. SEND FOR DESCRIPTIVE CIRCULAR OF OUR PRODUCTS :

**P. & F. CORBIN, NEW BRITAIN, CONN.**

By the way, Ramsay Swinging Pedals are the best to use with Coaster Brake wheels.

The... Climax



### THE HYGIENIC SADDLE

That has stood the test. Popular with all riders. A favorite with the best. This saddle is always elastic, as the steel springs will remain so indefinitely. Padded saddles lose their life and become hard from perspiration. All dealers sell them, or write the

**CLIMAX MFG. CO.**

EAST HAMPTON, CONN.

"It Only Takes a Third of That Carbide Stuff That the Big Ones Do"

UNCLE JOSH DISCOVERS  
THE FIRST GOOD POINT  
IN THE

## Columbia Automatic GAS LAMP

We know it embodies all best features of all lamps and no bad features of any.  
It lights at once.  
Turns down or out at once.  
Requires one-third the carbide necessary in a large lamp.  
Water Feed takes care of itself.  
As good a light as the large lamps.  
Nothing to get out of order, so not like the large lamps.  
Will fit bicycles, buggies or motor vehicles.  
Supplied with special dash bracket.  
Dealers demand it, so order cuts for your catalogue.

**HINE-WATT MFG. CO., N. Canal St. Chicago**

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



## THE COLLEGE ATHLETE

who demands a staunch, perfect running wheel in his sports is no more enthusiastic about 1901 models of

**Rambler**  
BICYCLES

"22-Year-Old Favorites"

than are those men and women who ride for HEALTH and PLEASURE on smooth-running wheels of proven worth, for comfort and safety's sake. Standard Ramblers cost \$40, 20-lb. RACER, and RAMBLER BEVEL-GEAR CHAINLESS a little more—worth *much* more

Catalog, with fine Indian Poster cover, free, at Rambler agencies everywhere

RAMBLER SALES DEPARTMENT

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.





## IF YOU WANT TO ENJOY

EVERY MINUTE while you are  
riding  
order your bicycle  
equipped with  
a

## Kelly Adjustable Handle Bar

Standard the world over. More Kelly bars used by satisfied riders than all other makes combined. Every manufacturer or dealer will furnish it WITHOUT EXTRA CHARGE, IF YOU INSIST ON IT. YOU ARE TO BE PLEASED, THEREFORE INSIST ON YOUR RIGHTS.

THE KELLY HANDLE BAR CO., - - Cleveland, O.

## "The Tire that's right!"

It's the kind you have always wanted.

It can be opened, on the wheel, quickly  
for repairs.

It's a detachable "clincher."

It fits any kind or style of wheel or rim.

No cement is required.

It holds itself on the rim.

It's the wonderful Goodyear  
Detachable Tire, made by

THE GOODYEAR TIRE AND  
RUBBER COMPANY. AKRON, OHIO.

Sold generally by dealers, Price \$4.75 Each

If your dealer doesn't carry them as yet, we will  
send Express prepaid on receipt of price



## STAMPS

300 varieties, with album, \$2.50, value \$7.00; 20 varieties—China, Cuba, Mexico, Porto Rico, Philippines, Transvaal, 15c, with album, 50c; 100 Europeans 15c, with album, 50c. Approval Sheets 50 pr ct. G. N. POLHEMUS, Franklin Park, N. J.

Did you ever read a copy of the **MOTOR VEHICLE REVIEW**? If you are interested in Automobiles, etc., send 2c stamp for sample copy to publication office at Cleveland, Ohio.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

# IMPERIAL WHEELS

The most interesting bicycle of the year is the **Cushion Frame** type of which we present a beautifully finished and mechanically correct example in our

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on a lamp it represents

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FOR THE BUSY  
BUSINESS MAN.  
OUTDOOR EXERCISE  
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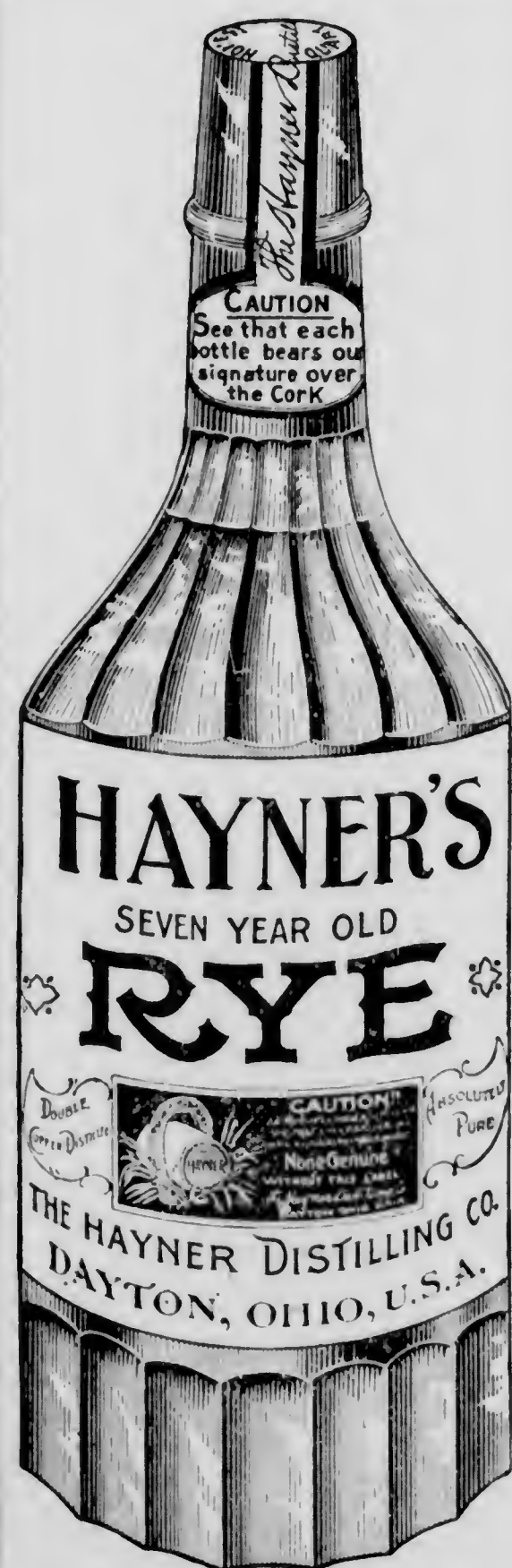
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We guarantee the above firm to do as it agrees.—EDITOR.

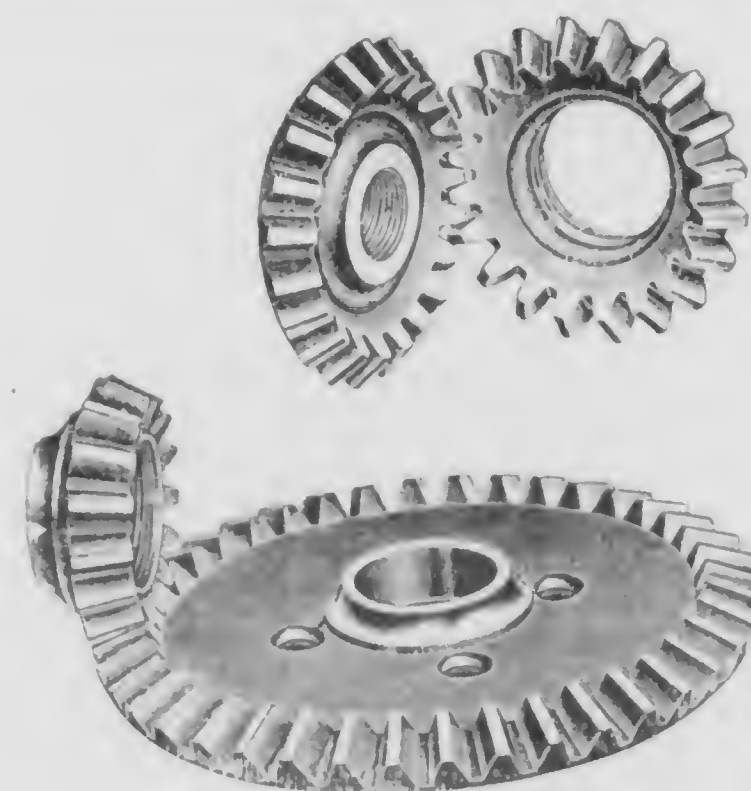
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That will be most DURABLE IN SERVICE.

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FULFILL THESE CONDITIONS.

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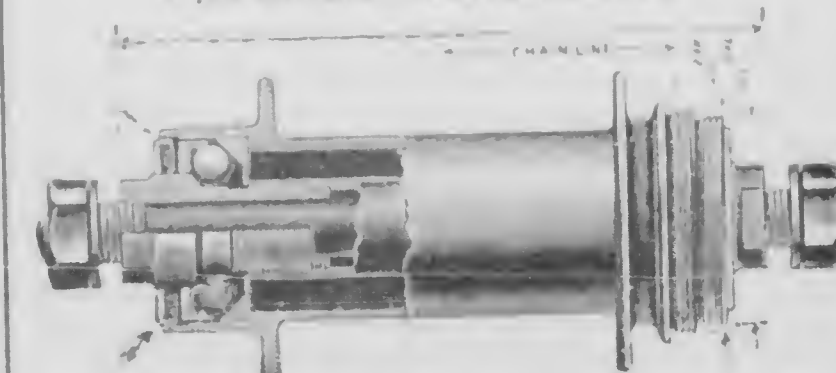
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OR CUSSING?

TAKE YOUR CHOICE.

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**CHAMPION HUBS**

You will be pleased with the riding qualities of your machine. If you are going to be in different to the hub question, you may be cussing your wheel and cycling in general. There is a good and bad in everything. Why not in hubs? Take no chances; insist on CHAMPION HUBS and be happy.

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THE L. A. W. MAGAZINE

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OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

# L. A. W. MAGAZINE

Old Series, Vol. XXXI  
New Series, Vol. 1, No. 12

MAY, 1901

PRICE, 10 Cents  
\$1.00 a Year

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L. A. W.  
MAGAZINEOld Series, Vol. XXXI.  
New Series, Vol. I, No. 12.

MAY, 1901.

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## OUR OBSERVATIONS OF THE MONTH

## L. A. W. Magazine Title to be Changed

By virtue of a resolution recently adopted by the Executive Committee of the League of American Wheelmen, the L. A. W. MAGAZINE will hereafter be published under the title, "Good Roads Magazine," the change taking place in the issue for June. A more extended reference to this alteration will be found on the editorial page of this number.

## Prize Story Competition Awards

No decision has yet been reached in the L. A. W. MAGAZINE \$500 prize story competition. The judges regard their task as no easy one, and, in order to do justice to all those who have submitted contributions for consideration, it has been decided that a month's delay is preferable to an unwise award. Hence, the names of the winners will not be announced until June 1st. Patience on the part of contestants will be appreciated.

## Life Membership Limited to 1,000

When by mail vote the members of the L. A. W. National Assembly almost unanimously favored the Executive Committee's proposition to institute a life membership department, the Executive Committee, at once put the resolution into effect, issuing life membership applications and announcing broadcast that upon payment of \$10 any member of the League might become a life member and thus be exempt from further liability for dues. At the same time it was announced, as the result of a thorough consideration of the situation, that the issue of life membership tickets would be limited to 1,000, the Executive Committee believing that this limitation would prevent the disastrous results so emphatically presented in argument by the opponents of the life membership idea. Thus only those members whose applications are numbered among the first one thousand will be eligible to the advantages offered by the latest innovation, for which reason it behooves us all to make haste in applying for perpetual membership, unless we prefer to "pay as we go."

## Changes in Wisconsin and Illinois

Early last month it was announced that Percy B. Champagne, chief consul of the Wisconsin division, had resigned his office, Louis Pierron, of Milwaukee, the vice consul, thereby succeeding him. Various explanations of the action have been offered. Mr. Champagne himself declared that he proposed to President Earle that the national body wipe out all the loan account obligations of the divisions thus indebted and that the League's chief executive declined to consider the proposition, whereupon the Wisconsin chief consul laid down his official robes.

In Illinois, which division has been dormant for many long months, President Earle has provided state officers from whom we have reason to expect good work. Thos. F. Sheridan, a former national vice-president, has been placed in the office of chief consul, and Burley B. Ayres, transportation committee chairman during many years, has been named as secretary-treasurer. All this occurred during a visit of President Earle in Chicago, on which occasion for the simple asking the President secured seven applications for life membership, and obtained also many promises to join the life division within a short time. Renewed activity in Illinois will mean much to the future success of the L. A. W. in western territory.

## Minnesota's New Cycle Path Law

Minnesota now has a cycle path law similar to those in operation in New York and Ohio. It differs from those, however, in that it applies only to counties having 50,000 population or greater.

The effect of this law will be to legalize the collection of a tax on bicycles, which has been practiced in Minneapolis backed only by a city ordinance. The amount that was assessed against each wheelman was so small that no effort was made to fight the payment. Minneapolis has been able to build up a splendid system of cycle paths with the revenues derived from this source.

St. Paul is not likely to take advantage of the new law this year. One of the members of the Cycle Path Association says that it would be too late to make the proper collections from wheelmen. Besides that the cycle path fund belonging to the city of St. Paul





LOUIS PIERRON,  
Chief Consul Wisconsin Division.

and to Ramsey county will be unusually large, owing to liberal appropriations from the city and the board of county commissioners.

The law will be operative only in the counties of Ramsey, Hennepin and St. Louis. It will have no effect on those who do not use the paths. Wheelmen can use the streets or country roads without molestation, but if they desire to ride on the paths they will have to pay the tax.

#### Cities Are Held Responsible

Massachusetts wheelmen are elated over a decision recently handed down by the State Supreme Court, that wheelmen can hold a town responsible for injuries caused by defective highways. The decision was made in the case of W. H. Kenney vs. the town of Ipswich. At the time of the accident, the plaintiff was riding on a bicycle and was thrown from it by running into a gully in the road. The exception taken by the defendant was to the refusal of the court to rule that "if the jury find that at the time of the accident the plaintiff was riding a bicycle in the dark without a lamp, outside the traveled part of the highway, such facts will warrant the jury in determining that the plaintiff was not in the exercise of due care."

In the charge, the jury had been instructed in a general way upon the question of due care and the court had said that if the plaintiff, although riding upon a bicycle, was using the degree of care which an ordinarily reasonable man would exercise under the circumstances, including the degree of darkness, the rate of speed and the place where he was riding, than he was entitled to recover.

#### Canadian Wheelmen's Association

At its annual Good Friday meeting, held in Toronto, the Canadian Wheelmen's Association elected A. E. Walton, of Toronto, to

the presidency, and chose H. B. Howson, also of Toronto, for the position of secretary-treasurer, formerly filled by H. B. Donly, of Simcoe. Mr. Donly was elected a life member, as was also D. J. Kelly, to both of whom is due much of the success that the C. W. A. has enjoyed. The organization established a half-rate department for minors, somewhat similar to the Junior membership plan, formerly in operation in the L. A. W., and in addition decided once more to assume control over track racing in the Dominion, the C. C. A., which assumed jurisdiction last year, having proved wholly incompetent for the task. The secretary's statement showed the association to have 1,526 club members, 148 unattached members, and seven foreign members, a total of 1,681. The C. W. A. official organ recently became non est, for which reason the association now publishes at intervals an official circular for distribution among its members.

#### Want Half a Million Each

The legislatures of both New York state and Connecticut have been asked to appropriate \$500,000 for state aid of the counties in the work of wagon road improvement. Workers for good roads throughout New York state sent word to local representatives in Albany to arrange for their appearance before legislative committees. The claim they will make before the legislature is that the counties of the state, through boards of supervisors, have already appropriated over \$500,000, and that as the state has by previous law practically guaranteed to give to the respective counties as much money as the counties appropriate, the sum of \$200,000 now in the appropriation bill will not be sufficient to carry on the work.

At a hearing of the committee on appropriations at Hartford on the bill to appropriate \$500,000 for good roads work, the principal argument in support of the bill was made by Highway Commissioner J. H. McDonald, who said that Connecticut has the best law of any state in the country regarding good roads. He had attended 106 different town meetings in the state, and every one of the towns appropriated for good roads, and only six towns in the state have ever refused the state appropriation. Mr. McDonald further said: "We are fast losing our agricultural interests since the west has come into competition. Connecticut towns, however, are more and more becoming suburbs of Boston and New York, whence people come to spend the summer, and we must have good roads to help induce them to come."

#### Wisconsin Refuses State Aid

The McGillivray resolution to amend the state constitution of Wisconsin so as to permit of state aid in wagon road building, which was passed two years ago, was defeated in the senate of the legislature March 27. For years past efforts have been made to secure an amendment which would give the state the right to help the counties financially in the construction and improvement of the highways of the state and the subject has been widely discussed. The constitutional prohibition of the use of state money for such

work was adopted fifty-three years ago, when the affairs of the state were in the hands of a few men, but since that time twelve other amendments to the constitution have been adopted and Senator McGillivray maintained that it is time to adopt this one. The inconsistency of the senators was shown when, on the same day, they placed themselves on record as favoring the improvement of wagon roads as an abstract proposition.

#### Michigan Limits Wagon Loads

A bill passed in the Michigan legislature at Lansing recently provides that the maximum load for wagons with four-inch tires used over the roads built under the Bay county highway system shall be four tons; three-inch tires, three tons; two-inch tires, two tons, and for all wagons using less than two-inch tires, one and a half tons. Violations will be punished by a fine not exceeding \$25 and imprisonment not to exceed thirty days.

#### Will Educate the West

The methods of constructing highways as employed by the Massachusetts State Highway Commission will be exemplified at the Pan-American Exposition. John McClintock, a civil engineer of Boston, has secured a concession of 7,000 square feet, located near the central power station. The highway commission has also entered into the plan and has agreed to send an expert to superintend the construction of a section of model highway. It is proposed to have a small municipal road building plant in operation to demonstrate to visitors from the central and far west what can be done with rough country roads under the Massachusetts system.

#### Roads for Yellowstone Park

Work upon the extension of the wagon road system of the Yellowstone National Park has been begun under the direction of Col. H. M. Chittenden, of the U. S. engineer corps. This road system will, when finished, comprise nearly 400 miles of improved highways, eighteen feet wide, with thirty-foot clearings through timber. The roads will be of crushed stone and all bridges of iron. Already 162 miles of the system have been completed and there remains 167 to be built. The system is designed to give access to the six principal centers of interest in the park—the mammoth hot springs, Norris geyser basin, Firehole geyser basin, Yellowstone lake, Grand canyon and the open park country around Tower Falls, near Mount Washburn. The belt line of road is to include these six points of interest and from this circuit side roads will branch off to other points.

#### Government Finds Good Roads Necessary

The authorities in charge of the rural free delivery mail system have found it necessary to adopt a new regulation requiring that the highways over which petitioners desire the establishment of a free delivery route must be shown to be in good condition as a prerequisite to the establishment of such service and, further, that they be maintained in passable condition all the year around, failing which the service will be discontinued. This



F. A. AMBORN,  
Chief Consul Iowa Division.

important addition to the regulations has been found necessary on account of the bad condition of the roads in a number of the western and northwestern states, where, during the past spring, the delivery of mail on many routes has been interrupted from one to seven days. The list of routes where the mail service was thus interrupted shows forty cases in Iowa, seven in Minnesota, five in Wisconsin, several in Illinois, and isolated cases in the southern states. These routes were established at a season of the year when the roads were easily traversable, and no consideration was given by the agent to the possibility that the roads might deteriorate so as to interfere with the delivery of the mails. It is the belief of the department officials that these new regulations will go a long way toward solving the good roads problem.

#### California Passes Cycle Theft Bill

A measure making it larceny to steal a bicycle has passed both houses of the California legislature and become a law by limitation, the governor having failed to veto it within the prescribed time. It had been hoped that the governor would sign the bill, as he was thoroughly familiar with all the circumstances leading up to its introduction, but as he did not use the veto power, the same result has been obtained, for all of which good citizens in general and wheelmen in particular are duly grateful. Efforts to effect similar legislation in other states have not been as satisfactory, and without such legislation it is practically impossible to send a bicycle thief to the penitentiary. In states where the thing stolen must be not less than \$35 in value in order to make the offense a felony, witnesses are far too easily secured to prove the value of a second hand bicycle to be less than \$35 to permit of proper punishment being administered to wheel "lifters."





HENRY HOTTER,  
Secretary-Treasurer Tennessee Division.

#### Sad Commentary on Our Progressiveness

The following news item from Fort Dodge, Ia., was published a few days ago in the Chicago Record-Herald. Comment seems superfluous:

"Traffic by road is practically at a standstill in this vicinity on account of the mud. The farmers are unable to get into the city, and butter, eggs and potatoes are almost unobtainable. The roads for miles every way from Fort Dodge are dotted with abandoned buggies, which are stuck in the mud, and will be left by their owners until better weather sets in."

#### Summary of Trade News

The American Bicycle Company has demanded of E. C. Stearns, Herbert E. Maslin and Mrs. Alvis Van Wagenen, of Syracuse, that they execute an agreement not to engage in the manufacture of bicycles in competition with the A. B. C. It is claimed they agreed when the Stearns factory was sold to the combination, to sign such an agreement at any time when called upon. The A. B. C. has followed up its demand by letters to the interested persons stating that they are engaged in manufacturing and selling bicycles in competition with the American Bicycle Company in violation of their contract, which bicycles are being made in the old Stearns factory, re-leased to E. C. Stearns by the A. B. C. The Bretz Manufacturing Company, in which these parties are alleged to be interested, is notified to cease the manufacture of the Regal and Holland and other machines which closely resemble the Stearns and Barnes bicycles made by the A. B. C., and the Frontenac Cycle Company and Stearns Cycle Agency, of Syracuse, are warned against the manufacture and sales of these machines. Mr. Stearns denies that he is in

any way connected with the manufacture of bicycles, and the Bretz company claims that the machines it is manufacturing are different from the Stearns and Barnes bicycles.

The stock of the American Bicycle Company is now listed on the New York Stock Exchange, after the usual investigation by the authorities. These stocks consist of \$9,294,900 of the 7 per cent cumulative preferred stock, \$17,701,500 of common stock, and \$9,243,000 5 per cent sinking fund gold debentures.

Harry Cassady has resigned his position as manager of the Milwaukee bicycle factory of the American Bicycle Company to become sales manager of two of the largest plants of the Automobile & Cycle Parts Company, namely, the Smith Stamping factory in Milwaukee and the Thompson Parts Factory in Chicago.

The validity of the Curlin tire fluid patent, owned by the Buffalo Specialty Company, has been sustained by the United States district court in the western district of New York in an infringement case against William G. Schack, the court awarding to the plaintiffs all the profits earned by the defendant and forever enjoining the latter from making and selling any similar infringement of the Curlin patent.

The Shelby Steel Tube Company has decided to retain its main offices in Cleveland, as heretofore for the present at least, but has divided its sales department in two divisions and opened sales headquarters in New York and Chicago.

#### International Racing News

Major Taylor arrived in France March 11 in company with his trainer, Buchner. He rode his first European race April 8 on the Friedenau track in Berlin, but, owing to several weeks of intervening cold, wet and windy weather, he had been unable to do sufficient training on the tracks in Paris, and as a result was defeated by Arend and Ellegaard in their match race. The colored champion quickly recovered himself, however, and in his second race, on April 11, retrieved his good name by beating not only his former victors, Arend and Ellegaard, but Huber, Seidl and others in an invitation race in Berlin.

"Plugger Bill" Martin continues to attract attention and to maintain the reputation of American racing men in Australia. His excellent work of late has made him today the king of the Australian path. Such racing as he did in the February races in Melbourne had never been seen before in the antipodes. He won almost everything worth having and clinched his victorious campaign on February 9 by winning the first prize of \$625 in the classic Australian Natives' Association wheel race, from scratch, and \$300 first prize in the A. N. A. gold stakes, one, five and ten mile heats. In the latter event Martin ran second to S. E. Gordon in the mile heat and first in the five and ten mile heats.

The third convention of delegates to the International Cyclists' Union was held April

6 at Alexandria, Italy. The program was as follows: 1, report of the second congress; 2, number of votes to be allowed to the Spanish union; 3, report by the secretary on the condition of the sport in South America; 4, discussion of the admission to membership of one of the ruling bodies of the Argentina Republic; 5, world's championship at Berlin, in July; 6, Chase's protest against the Verband-Deutscher Radrennbauhen; 7, proposal by the Verband Deutsche Radrennbauhen that the winner of last world's championship must start in the final of the new world's championship.

The management of the Friedenau track intends introducing electric pacing machines with overhead current. The machines are to be built on the Siemens & Halske system with accumulators as well and are to be furnished in time for the Golden Wheel race on May 12.

#### Racing Events at Home

The bicycle races of the month have been confined to the training camp at Panama Park, Jacksonville, and Prince's coliseums in California. Harry Elkes won a five-mile match with O. W. Brown in 13:03 at Jacksonville, March 31, giving his opponent a third of a mile start and beating him by more than a lap and a half. Walthour defeated Caldwell in a ten-mile paced match in 18:11 1-5, the same day, but in return was beaten by Caldwell (49 yds.) in the mile handicap. Walthour riding from scratch. Crooks and Saunders won the motor tandem pursuit race from Vetter and Mosher.

Walthour made a fine showing Sunday, April 7, at Panama Park, winning the mile handicap from scratch in a fine sprint in 2:12, with Caldwell (20 yds.) second. O. W. Brown, (50) third, and Vetter (60) fourth, and by going against time for ten miles in 16:28, paced by two tandem motors, thereby cutting down the record made the previous Sunday by 15 seconds. The two-mile handicap was won by O. W. Brown (180) in 4:23, with Saunders (240) second, and Harry Elkes third from scratch.

## FROM DAY to DAY

#### FEBRUARY, 1901

9—"Plugger Bill" Martin, American, won A. N. A. wheel race, 2 miles, in 4:22, with Murphy, 140 yds., 2, and Hathias, 120 yds., 3; also won A. N. A. gold stakes, 3 miles, in 7:02 2-5, with Green 2, and Lawson, American, and Beauchamp, dead heat for third—Melbourne.

#### MARCH

10—Bicycle theft becomes larceny in California.

11—Major Taylor, American, arrived at Cherbourg.

23—Buffalo Specialty Manufacturing Company won tire fluid suit—Buffalo.

27—Wisconsin senate kills state aid to good roads amendment to state constitution—Madison.



DON G. WOODWARD,  
Secretary-Treasurer Oregon Division.

31—Caldwell, Walthour and Crooks-Saunders won professional races at Jacksonville.

#### APRIL

1—Chief Consul Champagne, Wisconsin division, L. A. W., resigns.

5—Canadian Wheelmen's Association holds annual meeting, elects A. E. Walton president and H. B. Howson, secretary-treasurer, decided to resume racing control, and to establish half-rate division for minors—Toronto.

6—International Cyclists' Union met at Alexandria, Italy.

7—Walthour and O. W. Brown won professional races at Jacksonville.

8—Arend and Ellegaard beat Taylor, American, in the latter's first European race—Berlin.

11—Taylor won 1 kilometer race against Arend, Ellegaard, Seidl, Huber et al., and with Arend won the tandem race—Berlin.

12—W. R. Pitman made motor bicycle century in 9:15:00—New York City.

13—President Earle appointed T. F. Sheridan chief consul and B. B. Ayres secretary-treasurer Illinois division, L. A. W.—Chicago.

#### Bicycle as Money Finder

John McBride of Manhattan was out on his bicycle yesterday morning, says a Flushing, L. I., correspondent, and stopped at McKenna's repair shop to have a punctured tire fixed. When McKenna started in to mend the wheel he found, to his astonishment, a \$10 bill rolled tightly around one of the spokes. McBride said he was not in the habit of carrying money that way and that he must have picked up the bill on the road. After the wheel had been fixed McBride invited all hands in the shop to have a treat and then took his departure.



## AWHEEL FROM DIJON TO MARTIGNY

By JAMES H. SHIPLEY

The last sun of summer was just sinking behind the summit of Montrond, tinting the skies in delicate hues, as we descended the long, rapid slope that leads into Champagnole. It was a smooth, unbending, uninterrupted shoot of a mile and a half, such as brings joy to the heart of a cyclist, especially after a monotonously level ride. But, however much we may have been engrossed in this delightful coast, we could not remain irresponsible to the beauties of surrounding nature, and we voluntarily stopped our flight to look back upon this beautiful sight of the setting sun, whose many-colored streamers seemed to radiate from the summit of Montrond, bringing it out into dark relief, and the lone cyclist, coming over the crest of the hill, looked like a black line against the brilliant background. It was one of those sights that give to an impressionable nature a desire to cry aloud for very joy.

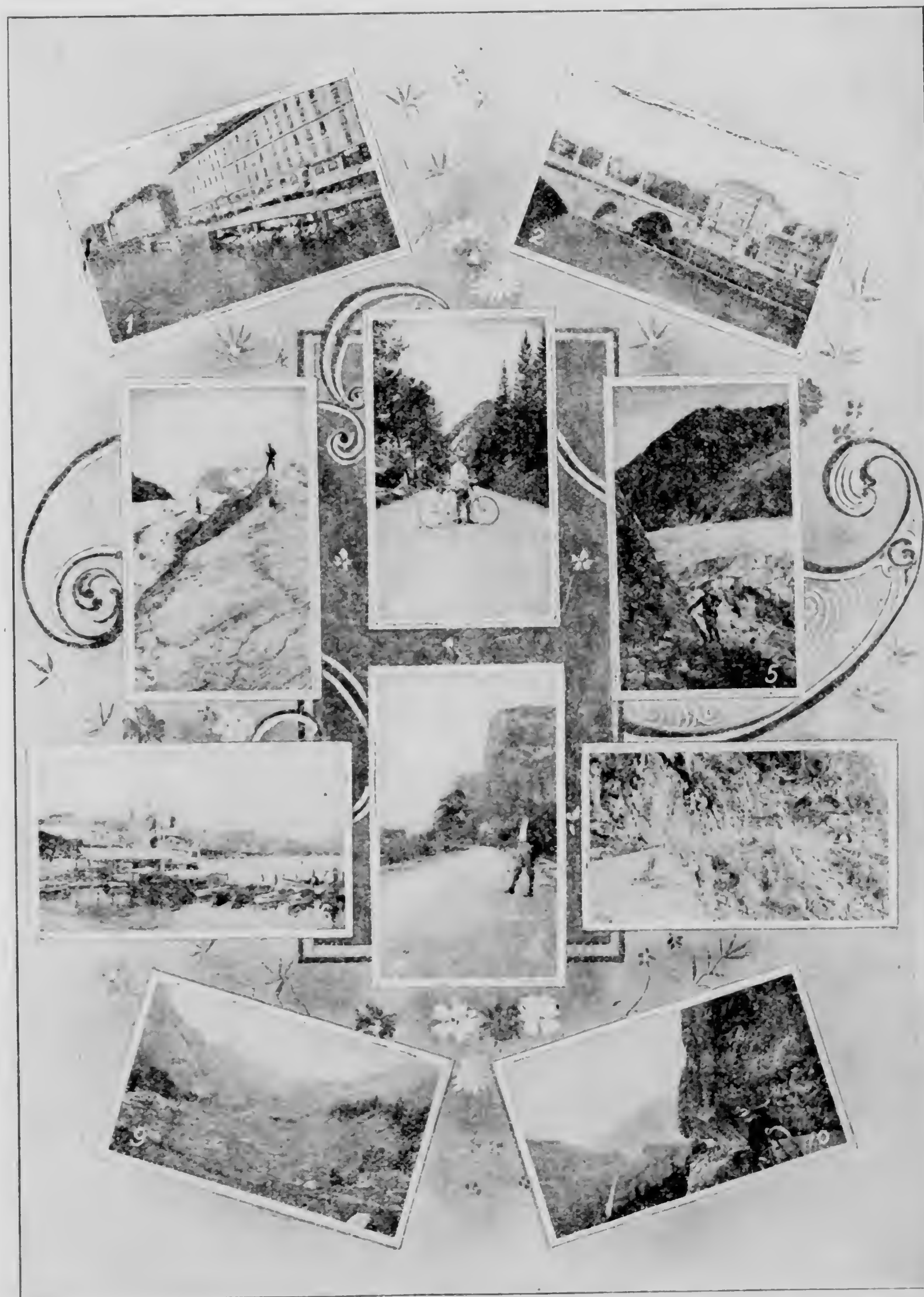
But more prosaic thoughts urged us to continue on to Champagnole, from which, next morning, we wound gradually up the side of the hill overlooking the valley of the River Seine. An agreeable succession of ups and downs through ordinary scenery, but over perfectly macadamized "grands itinéraires velocipediques," and through La Forêt du Mont Noir, brought us out onto the crest looking down upon Morez, and more than nine hundred and fifty feet above it. This descent which the railroad of the P. Q. & M. accomplishes by a detour of several miles, and a corresponding amount of time, we completed in five minutes, looking back longingly, like the boy with his sled, to the height from which we had dropped, and wishing that we were there again, but ever ready for another weary climb to enjoy the pleasure of the succeeding coast.

Weary climb? There is none such when one is surrounded by these magnificent landscapes. This intimate and entertaining communion with nature exhilarates one to admiration and diverts one's attention from his physical discomforts; it is only by sheer lack of breath that one is forced to rest. Our two-hours' up-hill riding and walking from Morez was not tiresome. The road runs along the west border of the Swiss frontier, rising gradually from the elevation of Morez to the Col de la Fancille, two thousand and forty feet above. It overlooks the valleys of the streams La Bienne and Valserine, and commands an extensive view of the expanding country beneath, with its patch-work of variously shaded plots, its hamlets scattered here and there with their stone-weighted roofs projected flatly upon the ground, herdsmen's huts tucked away in the protecting nooks of the guardian hills, cattle browsing on the distant hill-sides, the "chemins vicinaux" meandering in an effort to find an easy exit from the valley,

and the rivers winding gracefully toward the gaps, as shining and silent and motionless from this high elevation as the platinum streams of the jeweled map of France, giving no evidence of that irresistible force that is striving against man to combine all the countries of the world in the one vast domain of the ocean.

The Col de la Fancille of the Jura Mountain is 4,369 feet above the level of the sea; Gex, at the foot of this peak, is 2,243 feet; and Geneva, on the Lake, is 1,246 feet. To traverse the air-line distance of three miles that separates the Col de la Fancille from Gex, it is necessary to travel six and one-half miles, so that the road descends 2,126 feet in six and one-half miles, giving an average inclination of a little over six per cent, or three and one-half degrees. From Gex to Geneva the road falls only 997 feet in a distance of ten and one-half miles, affording a long, easy descent into the city. As one comes up to the Col de la Fancille from the west, his view is limited by surrounding hills and forests, until, by a sudden turn in the road, a clearing of the way ahead, and the crossing of a cut in the rocks, one is suddenly confronted by this grand panorama of the valley of Lake Geneva, opened to him "d'un seul coup," as from a book. The traveler stops with an involuntary "Ali," at the suddenness of the apparition. Here, from a vantage point more than three thousand feet above the surrounding country, one has laid before him as a field of vision of the land below, an immense isocles triangle, with Gex, Geneva and Nyon at the apices, and within the body of the triangle, Ferney, Versonnex, Chavannes, Grilly, Divonne, Vesenex, Bellevue, and over a score other villages and towns, some Swiss, some French, for the border line crosses the lower half of this triangle, parallel to the shore of the lake. And then the view extends out over Lake Geneva and on to the summits of Les Voirons, twenty miles away, as the bird flies, in La Haute Savoie. Big Mount Colomb stands just to the right of the Col de la Fancille as one faces toward Geneva. A heavy rain-cloud was hovering about its summit, dark and gloomy on the eastern side, silvery in the bright sun of the west, a struggle between Light and Darkness for the mastery of the mountains, and Light gradually yielding the victories of the morning. On our left, and far below, there came rolling up toward us, a light, fleecy cloud, slowly disintegrating under its impact with the mountain.

We began the descent with joy in our hearts and coaster-brakes on our wheels—not with unalloyed pleasure, it is true, for only the week previous, two of our friends had carelessly broken their tandem and themselves on this very grade. Although the



Photos by Jas. H. Butler.

### AWHEEL FROM DIJON TO MARTIGNY

1—Geneva Lake and public wash-houses. 2—Geneva and lake. 3—Wave formation of the Mer de Glace. 4—Beautiful road on the crest leading into Trient. 5—Along the edge of Mont-tauvert. Mer de Glace below. 6—Lake Geneva. Boats for all nations. 7—Road near Cluses, Haute Savoie. 8—On the road from Chatelard to Trient. 9—Looking down into the valley of the Trient. 10—Coming up the mountain side from Chatelard into Switzerland.



pleasure may have been slightly alloyed, it was still up to the eighteen-carat mark. We were soon riding through the cloud that we had seen from above, and there was a decided drop in the temperature. Only a few moments before, we had been perspiring in the warm western sun, and now we were trembling with cold. In all too short a time we were at the foot of the mountain, looking back upon the still-waging battle of Light and Darkness. The clouds formed alternate layers with the sides of the mountains, sometimes concealing the mountain crest, as if jealous of its height. The large white cloud, through which we had ridden, was just scurrying over the top of the ridge, preferring annihilation by Light to burial by Darkness, leaving behind it in its eager flight, several offspring that had been snatched from it by shaggy nooks, and were now struggling for their liberty, only to be dissipated by the cruel winds.

In the thirty-eight miles that separate Sallanches from Geneva, the river Arve descends from an elevation of 1,837 feet to the level of Geneva, giving a total drop of 591 feet, and affording a valley sufficiently wide for the construction of a railway and of a gently inclined and well macadamized road, besides numerous small vegetable farms. At times the valley is constricted to a width of only a few yards, while between Bonneville and Geneva it widens out, in places, to four miles. With the good road and the gradual slope, this valley offers a most pleasant bicycle ride, hemmed in as it is, on either side, by mountain peaks—Les Voirons, Mont Salve, Le Mole, Sur Caic, Pointe d'Andey, Tete de Pre des Saix, Les Grands Vents, Pte d'Arcu, Pte du Colloney, Pte Percee—no one less than four thousand feet in height, and the last seven thousand. During part of the ride, snow-capped Mount Blanc is visible, seemingly so near, yet miles away, though always dispensing a certain amount of coolness, if only imaginary.

Seven of the sixteen miles between Sallanches and Chamonix are unridable on account of the difference of 1600 feet in the elevation of the two valleys. The river, in making this fall, loses a prodigious amount of energy. Part of the torrent is captured at Servoz, half way up the gorge, and conducted at man's will through the Vallon du Chatelard to the notch overlooking Chedde, where it falls almost perpendicularly four hundred and sixty feet and generates a force of twelve thousand horse-power in the chlorate factory below. The road, sometimes rough because of much travel, winds along above the roaring river. At one place the gorge becomes so narrow that we are obliged to ride through a pitch-dark tunnel, emerging suddenly into the full glare of Mont Blanc impending ominously above like a huge monster, its towering mass of shining snow intensifying the brilliant light of the full moon and radiating it into every nook of the cowering hills and valleys thousands of feet below, defying the demon of darkness, striking awe to the hearts of the hundreds of far-traveling pilgrims, come to do homage to the King of the Mountains—beauty, grandeur, sublimity, awe, at one sweep of the eye. But the hand of selfish and irrever-

ent man is here, and these glorious works of nature are yielding to the vulgar powder and crane, that man may, in more comfort, admire them; but the uncomplaining hills about laugh with scorn at his weak efforts. The image on the eye is transient, the scope of the camera is inadequate, but the impression produced on the mind by the wonders of the valley of Chamonix, the Mont Blanc, and the Mer de Glace, endures. Victor Hugo, when visiting this region said: "La vallee de Servoz est un tombeau, la vallee de Chamonix est un temple, et le vallee de Sallanches un theatre."

Wheeling from Chamonix to Martigny, still along the river Arve, the cyclist passes by the outlets of the Mer de Glace and the Glacier d'Argentiere, and within sight of the Glacier du Tour, Glacier de Salenaz, and the Glacier du Trient. There is a stiff half-hour's climb on foot across the Col des Montets and then a pleasant coast of several miles, carrying one swiftly, if unintentionally, past the customs officers and into Switzerland at Chatelard. The tedium of the succeeding ascent toward Trient is offset by the beautiful and extensive view into the valley of the Trient stream. After an hour's walk up a steep grade, one reaches a summit that commands a view of the village, eight hundred feet directly below; the Col de Balme, 3,800 feet above, on the right; the Pointe Ronde, the same height, on the left; and between the two, and seven hundred feet still higher, the Glacier du Trient, that feeds the stream below. From this point to Martigny, a distance of eight miles, there is a vertical descent of 3,400 feet, which gives an average inclination of eight per cent, or four and one-half degrees, and renders riding, for the most part, impossible, even with the assistance of a hub brake. At Martigny, one is again practically on a level with Lake Geneva, being only three hundred feet above it at a distance of twenty-six miles.

#### Correct Cycling Costumes

The cyclists who want to appear in good form upon the roads this year will do well to bear in mind that this is to be a year of conservatism in cycling apparel, both in color and design. Loud checks, dazzling stockings, and bright colors are to be eschewed, and the tendency is to be toward dark colors and genteel styles.

For men a sack coat of blue black, pants of a very modest check or solid color, dark stockings, with perhaps a suspicion of color in the roll, which, by the way, must cover the cuff of the pants, low cut shoes, either of tan or patent leather, a patent leather belt, madras shirt with attached collar, and dark tie will be the proper thing. The caps may be a check, of the golf style, but not of more than two colors.

For women, shirt waists, Eton jackets and skirts of dark cloth the latter reaching well down to the ankle, black stockings and low-cut shoes, tan or patent leather, the latter preferred, will be the accepted costume. In the matter of head apparel there will be no set style. A woman, as a rule, wears such style of hat as she thinks best becomes her, the only limit being its suitability in some measure to the pastime of cycling.

## New York's Progress in Road Building

### FACTS AND FIGURES WORTH NOTING

In view of the fact that but very little actual building of good roads is going on in this country as compared to the amount of good roads talk that one hears, it is interesting to note that New York is making real progress along the line of better highways. To the New York Tribune we are indebted for facts, figures, and illustrations, as follows:

In the course of the last year fourteen roads have been built in nine counties, with a total length of 35.17 miles and at the cost of \$266,-

equal appropriation. Since the Higbee-Armstrong act has been in force the county appropriations, as compared with the state appropriation, are as follows:

1898 .....	\$ 61,000	\$ 50,000
1899 .....	36,000	50,000
1900 .....	409,000	150,000
1901 (up to February 10) .....	210,000	.....
Totals .....	\$719,000	\$250,000
Actual appropriation needed from State .....	.....	409,000
Totals .....	\$719,000	\$719,000



BUILDING A SAMPLE ROAD, GENEVA, N. Y.

213.04. It was shown in State Engineer Bond's report that nine roads in five counties are now under construction, with a total length of 18.41 miles, which will cost \$162,952.82. Evidence that the state appropriation last year was far below the amount appropriated by the counties (thus resulting in absolutely no road improvement in certain parts of the state, where the taxpayers are willing to pay their one-half) was seen in Mr. Bond's statement that sixteen counties have set aside \$470,306 for forty-five roads, covering in all 150 miles, but for the building of which no contracts can be let until the state makes an

Since the amount of money laid aside by the counties increases from week to week, as, for instance, even when Mr. Bond offered his statistics the county of Oneida informed him that it had just appropriated \$26,000 for road improvement, it is believed that before the end of the session of the legislature \$700,000 will be needed from the state to balance the county appropriations.

Mr. Bond, in speaking of the appropriation, said:

"As a State official it is my business to carry out the wishes of the legislature, and not to urge it to appropriate moneys. If I



am called on by the legislature, I can submit to it statistics showing how much money has been set aside by the counties and how much is required from state funds to carry out these improvements according to the Higbee-Armstrong law."

The State Engineer also made the statement that 31 counties of the state had petitioned for 800 miles of road improvement, and that surveys had been made in 19 counties for 108 roads, with a total length of 550 miles.

It is the prevailing opinion that roads leading out of cities should be macadamized with a traprock surface, which costs on an average \$7,977, and that side roads need only be built of dirt at an average cost of \$2,053. The latter kind of road has been extensively built in Orange county, where it has been found eminently satisfactory. Another advantage in these roads, besides their comparative cheapness, is that they form a splendid foundation for a macadam and trapstone superstructure, so that no work is ultimately lost.

"That a macadam road is necessary where there is a great amount of travel has been conclusively proved," said Mr. Bond. "Thus in the case of roads leading out of a city it pays in the long run to build with a solid substructure. They will ten times outlast a road costing only one-third as much."

Much attention has been attracted to the road-building of this state, as well evidenced by ten other states writing to Mr. Bond desiring information as to the working of the New York road laws.

The following tables show the road improvement for the different counties as accomplished, under construction or proposed up to February 12, 1901:

#### A—ROADS COMPLETED

County.	No. of roads.	No. of miles.	Total cost of road.
Chemung .....	1	2.60	\$20,890 40
Columbia .....	1	1.25	9,992 87
Erie .....	2	7.99	72,579 21
Monroe .....	3	9.61	61,155 26
Onondaga .....	1	2.25	16,338 29
Onondaga .....	2	1.78	20,619 49
Rensselaer .....	2	2.03	18,080 01
Schenectady .....	1	2.00	16,517 51
Ulster .....	1	5.66	30,040 00
<b>Totals .....</b>	<b>14</b>	<b>35.17</b>	<b>\$266,213 04</b>

Average cost a mile, \$7,569.

#### B—ROADS UNDER CONTRACT AND IN PROCESS OF CONSTRUCTION.

County.	No. of roads.	No. of miles.	Total cost of road.
Albany .....	2	4.52	\$43,137 37
Erie .....	1	1.15	14,537 20
Herkimer .....	1	1.11	8,231 67
Onondaga .....	1	1.40	10,832 82
Westchester .....	4	10.23	86,213 78
<b>Totals .....</b>	<b>9</b>	<b>18.41</b>	<b>\$162,952 82</b>

Average cost a mile, \$8,851.

#### C—ROADS FOR WHICH PLANS HAVE BEEN APPROVED BY THE BOARD OF SUPERVISORS AND FUNDS SET ASIDE BY COUNTIES FOR THEIR ONE-HALF OF THE COST.

Counties	No. of roads.	No. of miles.	Total estimated cost.	Amount set aside by counties.
Albany .....	1	2.74	\$22,497	\$11,248 50
Broome .....	1	1.76	14,808	7,404 00
Chemung .....	3	5.48	50,350	25,175 00
Clinton .....	2	3.82	26,690	13,345 00
Cortland .....	1	0.47	3,810	1,905 00
Erie .....	4	10.10	107,000	53,500 00
Fulton .....	1	4.04	33,720	16,860 00
Monroe .....	4	12.83	114,900	57,450 00
Montgomery .....	1	2.65	17,510	8,755 00
Onondaga .....	2	3.00	23,000	11,500 00
*Orange .....	7	43.40	89,148	44,559 00
Rensselaer .....	3	8.79	53,143	26,571 50

Saratoga .....	3	12.49	83,112	41,556 00
Schenectady .....	1	1.00	14,290	7,145 00
Ulster .....	3	14.62	94,238	47,119 00
Westchester .....	7	22.95	192,426	96,213 00

Totals .....

\*Average cost a mile, exclusive of Orange county roads, is \$7,977; average cost a mile, inclusive of Orange county roads is \$6,264. All of the roads in Orange county are dirt roads, not macadamized, and average \$2,053 a mile.

#### TABLE "D."

TOTAL AMOUNT APPROPRIATED BY ALL COUNTIES FOR ROADS SHOWN IN TABLES A, B, C. ALSO TOTAL NUMBER OF ROADS AND TOTAL MILEAGE. ALSO ASSESSED VALUATION OF EACH COUNTY FOR 1900.

Counties	No. of miles.	Amount appropriated by county.	1900 assessed \$100 to valuation county.	Cost per valuation county.
Albany .....	7.26	\$85,630 50	\$91,563,298	\$ 38
Broome .....	1.76	7,404 00	33,463,302	22
Chemung .....	8.08	35,320 33	24,790,119	1 42
Clinton .....	3.82	13,345 00	9,013, 7	1 47
Columbia .....	1.25	3,937 50	23,058,968	17
Cortland .....	.47	1,905 00	12,187,906	15
Erie .....	19.24	97,630 00	289,065,354	33
Fulton .....	4.04	16,860 00	13,670,970	1 23
Herkimer .....	1.11	8,755 00	21,049,704	18
Monroe .....	22.24	87,200 00	130,909,015	66
Montgomery .....	2.65	8,755 00	27,259,191	32
Onondaga .....	3.65	13,243 66	62,824,060	21
Onondaga .....	4.78	22,000 00	100,374,556	21
Orange .....	43.40	44,559 00	41,949,037	1 06
Rensselaer .....	10.82	36,453 95	72,141,718	50
Saratoga .....	12.49	41,556 00	25,538,171	1 62
Schenectady .....	3.00	14,880 00	18,330,792	81
Ulster .....	20.28	62,139 00	27,779,158	2 23
Westchester .....	23.18	142,718 00	150,514,259	94
<b>Totals .....</b>	<b>233.72</b>	<b>\$689,508 74</b>	<b>\$1,175,382,895</b>	

#### RECAPITULATION

Total number of roads, total mileage and total cost when all work completed, which is shown in tables A, B and C.

	No. roads.	No. miles.	Total cost.
Table A .....	14	35.17	266,213 04
Table B .....	9	18.41	162,952 82
Table C .....	45	150.14	940,612 00

Totals .....

One-half of this total of \$1,369,777.86—\$684,888.93.

The various counties have appropriated \$689,508.74 in all, as shown on table D, which is \$4,619.81 more than one-half of the total. This is accounted for by the fact that in some cases the work has cost less than estimated, and not all the money appropriated by the counties was required. Surveys have been made as follows:

Year.	Counties.	Roads.	Mileage.
1898 .....	11	17	83
1899 .....	13	31	146
1900 .....	19	60	370
<b>Totals .....</b>	<b>43</b>	<b>108</b>	<b>553</b>

Petitions for improvements have been filed as follows:

Year.	Counties.	No. of petitions.	Mileage.
1898 .....	17	83	502
1899 .....	13	38	167
1900 .....	16	36	155
1901 .....	5	13	50
<b>Totals .....</b>	<b>51</b>	<b>170</b>	<b>864</b>

Petitions received for highway improvement to February 12, 1901:

County.	No. of petitions.	Length of miles.
Albany .....	4	8.00
Broome .....	5	9.00
Cayuga .....	1	2.09
Chemung .....	1	5.00
Clinton .....	2	4.60
Columbia .....	6	104.25
Cortland .....	1	1.25
Delaware .....	2	2.00
Erie .....	2	12.00
Fulton .....	9	66.00
Herkimer .....	3	7.00
Herkimer .....	4	19.68

#### Death of a Veteran Maker

British exchanges report that a veteran of the bicycle world, in fact, the pioneer of the bicycle in England, passed away recently, at the age of 78, in the person of Thomas Sparrow, formerly of 89, Piccadilly and Knightsbridge.

Over 30 years ago Mr. Sparrow introduced the bicycle to London as agent to a Paris firm of makers, and for many years devoted his time and money to bringing forward and furthering the popularity of the machine. He immediately opened a riding school, also a factory of his own at Knightsbridge, where such well known enthusiasts as the Rt. Hon.

Livingston .....	4	32.00
Madison .....	1	1.00
Monroe .....	21	100.00
Montgomery .....	3	10.00
Onondaga .....	4	9.50
Ontario .....	1	5.50
Onondaga .....	10	11.58
Orange .....	20	186.00
Orleans .....	1	2.25
Oswego .....	1	2.48
Rensselaer .....	7	12.50
Rockland .....	11	19.50
St. Lawrence .....	2	9.50
Saratoga .....	7	32.00
Schenectady .....	7	10.32
Tompkins .....	1	2.00
Ulster .....	11	92.00
Warren .....	1	1.00
Westchester .....	17	85.00
<b>Totals .....</b>	<b>170</b>	<b>861.00</b>



SECTION OF STATE AID ROAD, MONROE COUNTY, N. Y.

#### What the Cushion Frame Does

The cushion frame is to the rigid frame what the pneumatic tire was to the solid tire. It prevents jolts, jars and vibrations, and one can ride fifty miles on a cushion frame bicycle with less fatigue than in riding twenty-five miles on an ordinary rigid wheel.

It is an easily demonstrated fact that with an equal expenditure of power one can ride faster over any ordinary road on a cushion frame than on a rigid frame bicycle. You can pump up your tires as hard as possible and sit comfortably on your seat over rough roads. You do not have to stand on your pedals to relieve the jar as the cushion absorbs it.

The German statesman, the late Prince Bismarck, once said that the bicycle is the missing link between a pair of wings and a pair of boots.

Robert Lowe, the Hon. Ion Keith Falconer, and many others learnt to ride.

He originated and bore the expenses of the notorious ride from Land's End to John O'Groats, and rode a considerable distance of the way himself, on a machine very different from those we are accustomed to see today.

Mr. Sparrow was probably the first to apply an India rubber tire to the wheel, and, had his business capacity equalled his mechanical skill, he must undoubtedly have amassed a large fortune; unfortunately, however, this was not the case.

He was an ardent sportsman, devoted equally to the gun and rod, and a prize winner in the St. George's Rifles. He had been the victim of many accidents and broken limbs, and died from the effects of a rupture contracted many years ago.



# SPORTS THAT INTEREST LEAGUE MEMBERS

## Base Ball Season

The leading base ball leagues are now in their playing season, and for six months at least the battles of the magnates must give way to the battles of the players. The National League opened its campaign on April 18th, the American on April 24th, and the Eastern League and the Western Association on April 25th. These are the principal organizations. Their membership is as follows:

American League—Baltimore, Boston, Chicago, Cleveland, Detroit, Milwaukee, Philadelphia and Washington.

National League—Boston, Brooklyn, Chicago, Cincinnati, New York, Philadelphia, Pittsburg and St. Louis.

Eastern League—Buffalo, Hartford, Montreal, Providence, Rochester, Syracuse, Toronto and Worcester.

Western Association—Columbus, Dayton, Fort Wayne, Grand Rapids, Indianapolis, Louisville, Marion, Ind., and Toledo.

### AMERICAN SCORES OVER NATIONAL

The American League starts the year with every prospect of success and even now with victories scored over the National. The invasion of National territory in Baltimore, Boston and Philadelphia is one noteworthy gain, while the capture of forty-one former National League stars is another. On the other hand the National League has succeeded in signing precisely seven former American League players. These seven are: Chicago, Hartsell; Cincinnati, Magoon and Harley; St. Louis, Padden; New York, Denzer, Fisher and Buelow.

The forty-one National League men now playing under the American League flag are as follows: Baltimore, McGraw, Robinson, McGinnity, Howell, Keister, Williams and Donlin; Boston, Stahl, Commins, Hemphill, Freeman, Criger, Schrecongost, and Cy. Young; Chicago, Griffith, Wm. Sullivan, Callahan, Jones and Mertes; Cleveland, Scott, Bradley and McCarthy; Detroit, Buelow, Gleason, Yeager and Barrett; Milwaukee, Garvin, Duffy, Anderson and Hawley; Philadelphia, Lajoie, Cross, Fultz, Bernhard, Fraser, Piatt and Gier; Washington, Mercer, Wm. Clark, Grady and Carrick.

### THE CONTRACT JUMPERS

There is nothing quite so disgraceful about baseball as the contract jumper, that is, the man who signs contracts with two leagues and then "jumps" one in order to fulfill the other. There are eleven such men in the

National League today. All of them signed with American League clubs and then, on the inducement of higher salaries "jumped" back to the National League. This is the roll of dishonor:

Emmet Heidrick, Robert Wallace, Lester Taylor, E. Murphy, Roger Denzer, J. Slagle, C. Mathewson, Wm. Dineen, Victor C. Willis, A. D. Davis and J. T. Sheekard.

### NATIONAL RULES CHANGED

The National League has recinded its idiotic rule permitting the pitcher to hit a batsman without allowing the latter to take first base, and in addition to this action has voted in favor of placing the lines of the batter's box nine inches from the plate, instead of six as at present. The object of this latter change is to prevent as much as possible the batsmen from stepping into slowly pitched balls in order to secure a free pass to first base.

## A New Golf League

Nearly all secretaries of gold clubs have received a circular letter from J. J. Dempsey, secretary of Toledo Golf Club, requesting the co-operation of the local organizations in forming a rival body to the United States Golf Association.

The action of the Toledo Golf Club is based on the refusal of the U. S. G. A. to admit the Ohio organization as an allied member of the national body—its application being rejected on the alleged ground that the Toledo club did not own or control its course, as it plays over a public links, and that it would be setting a bad precedent to allow irresponsible clubs, or those not having courses of their own, representation in the governing body.

The circular letter which follows explains itself:

"Dear Sir:—We desire to enlist the active co-operation of your club in the formation of a national golf association. To make clear the urgent necessity for this movement we have simply to call your attention to the following facts: There is at present no golf association in the United States in which the actual governing and control is representative from a national standpoint. The United States Golf Association is a compact and financially strong organization, but it is governed entirely by 21 clubs located immediately upon the Atlantic seaboard, two in the suburbs of Chicago and one at Lake Forest, Ill. These are the associate clubs and they elect the executive committee, in which is vested all the active governing power: the

allied clubs have no vote and consequently do not enter into the consideration. This makes a compact, wealthy and of its very nature exclusive organization, but it does not make a national organization.

"Let us have a national organization that is national. There are today about one thousand well organized golf clubs in the United States which are neither associate nor allied members of the U. S. G. A. With the paramount golf interests represented by this great majority should rest the power of deciding what the national rules for the governing of the game should be. American invention has already greatly affected the game and each year important changes in the rules are being made. Furthermore, the time and place of holding the national championship should be controlled by the proposed association and thereby the great field of amateur talent ex-

is then proposed to have a great informal tournament to be held on the famous public course at Ottawa Park. We desire two delegates from each club if possible, but a representative at least from all.

"The Toledo Golf Club has not taken up this matter from a standpoint of a grievance; let this be distinctly understood. The ruling spirit of the whole movement is for the democracy of golf in America and for its preservation, as it was established at time honored St. Andrews and where it exists in its perfection today. Yours for the very best interest of the game.

"J. J. DEMPSEY,  
"Secretary."

Discussion of this proposition is widespread. The consensus of opinion still seems to be that the United States Golf Association has uniformly handled the game wisely.



Photo by F. T. Cahill.

SCENE ON THREE-MILE CREEK, WEST OF OSWEGO, N. Y.

isting in this country may have its opportunity. In addition to this, and of great importance, is the government of these events for the best interests of the game.

"As a matter of fact, there is in the United States today a very large number of amateur golfers who are perfectly capable of holding their own with any winner of the United States Golf Association championship, past or present, but whose chances of taking part in these events are so remote as to be practically an impossibility. It is proposed to have a meeting of all interested clubs and individuals in Toledo the first week in June of this year, this meeting to begin with a very full and candid discussion of the whole subject and the forming of the proposed national organization, the election of officers, etc. It

But there are some dissenters, and among them men who grew up in the game as it is played in Scotland and England, who declare in unmistakable language that the golfers and golf clubs on the other side are far more democratic than those of the United States. They point to St. Andrews, Musselburgh, Aberdeen, Carnoustie, Monifieth, Montrose and other places where the course is upon sandy links along the sea coast which from time immemorial has been set aside as "common" land, and which is used by from six to a dozen clubs, as well as by visitors who pay a small fee for the privilege.

### INTERCOLLEGIATE GAMES

The Intercollegiate tournament will take place on the Country Club links at Atlantic



City in the week of May 7th. There will be six players on each team. The scoring will be under a new system, the winner of each match to count one for his side, plus one-half the holes he wins by. Whether eight or sixteen will qualify in the score round in the individual championship will depend on the number of starters. The last intercollegiate tournament was held at the Garden City links in October, 1899, when Harvard won the team and Percy Payne of Princeton the individual championship. Yale and Harvard have each two wins scored on the team trophy, the gift of the Ardsley Club, and should either team win again its college will become the permanent possessor.

#### THORNE IS PRESIDENT

George R. Thorne, of the Midlothian Country Club, has been elected president of the Western Golf Association, with other officers as follows:

Vice-president, William Holabird, Glen View Club; secretary, E. P. Martin, Belmont Golf Club; treasurer, Alan Leroy Reid, Chicago Golf Club. Additional directors—Arthur P. Bowen, Riverside Golf Club; L. T. Boyd, Milwaukee Country Club; Benjamin F. Schurmeier, St. Paul Town and Country Club; Clarence A. Carpenter, Detroit Country Club; Dr. James Logan, Kansas City Country Club.

#### METROPOLITAN HANDICAP

As over fifteen hundred golfers in the forty-five clubs composing the Metropolitan Golf Association had to be classified by the handicap committee consisting of A. H. Larken, Yountakah Country Club; Mortimer M. Singer, Fox Hills Golf Club, and A. DeWitt Cochran, rather an unenviable task had to be performed and the golfers throughout this section of the country have eagerly awaited the result of the committee's labors, which was announced April 18th. Of the 1,500 golfers, 865 were handicapped at 17 or less and all the others were given a handicap of 18. Only those who received handicaps up to and including 10 are eligible to compete for the championship and the number within this limit is 217, which leaves a fine list of 648 men who were placed in the handicap, but who are unable to compete for championship honors.

The handicaps have designated W. J. Travis as scratch man. Those having smaller handicaps than seven are as follows:

Handicap 1—F. S. Douglas.

Handicap 3—A. DeW. Cochran, C. B. McDonald, John Reid, Jr., R. C. Watson, Jr.

Handicap 4—Herbert Harriman, H. B. Hollis, Jr., L. Livingston, Jr.

Handicap 5—W. B. Cutting, Jr., Archibald Graham, C. M. Hamilton, F. W. Menzies, C. H. Seeley, J. A. Stillman.

Handicap 6—L. P. Bayard, Jr., Reginald Brooks, G. C. Clark, Jr., H. A. Colby, Devereaux Emmet, H. M. Forrest, L. B. Garretson, J. S. Gillespie, Chester Griswold, Jr., J. A. Janin, Jr., A. Kennaday, E. S. Knapp, Dr. C. E. Martin, Alfred L. Norris, P. R. Pyne, 2d, A. M. Robbins, T. M. Robertson, James A. Tyng, C. F. Watson, Jr.

#### GOLF AND THE WHEEL

Golfers, in a majority of instances, are

cyclists, and there are indeed few sportsmen or sportswomen who are to a greater extent indebted to the wheel. Hand in hand with golf as an institution goes the country club, and as one of the chief desiderata in locating and equipping such a club is that it be well removed from trolley car and railway tracks, the bicycle is by far the most convenient, economical and efficient vehicle that can be employed. Throughout New Jersey, Long Island and Westchester the utility of the bicycle among devotees of the links long has been acknowledged, and whatever ground for rivalry in public favor may have been anticipated between wheeling and golfing has been dissipated by the general use of the bicycle among wielders of the golf club.

### Shuffleboard is Great

This is an indoor game that is exceedingly popular where it is played but is almost unknown to thousands of persons in large cities and in the average country towns. The most ardent devotees of the game are found in Brooklyn, Paterson, Newark, Philadelphia and Buffalo, although it is played in a desultory way in some of the western towns. In its crudest form the game consisted in shoving smooth stones along a board hewed out of a solid tree trunk, but it has been gradually perfected until now the ideal board is 21 feet long and is oiled occasionally and covered with the thinnest possible layer of especially prepared sand. The best players have the manipulation of the weights down to such a fine point that for skill and delicacy of touch it closely resembles either billiards or pool. Once a person becomes thoroughly interested in shuffleboard he is loath to give it up, but for some reason it has never become generally popular with the better classes.

G. Ed. Morris, of Newark, is considered by many the greatest shuffler who ever shoved a weight, and during the past fifteen years has probably won more big matches than any other exponent of the game. While Morris naturally does most of his playing in Newark, he used to frequently appear in other cities, and was remarkably successful in Philadelphia. Those were a few years ago, when he used to shuffle all the time. In fact, his control of the weights seemed little short of wonderful. One of his favorite tricks was to set two ordinary playing cards up on end at the further end of the board, and then send weight after weight through the small opening without dislodging the cards. Another trick was to stick pins in different parts of the board and then knock them over with the weights. One night nearly a decade ago he played a 21 point game with a comparative stranger. Morris won with ridiculous ease, but the remarkable part of the affair occurred in the very first part of the match, when the famous left-handed player scored 11 out of a possible 12 points, laying three "ships" and a deuce.

Shuffleboards can now be found in a few of the large clubs, but the one great fault to be found with the game is the lack of uni-

### The Editor's Ordeal

Most people regard the newspaper editor as somebody far above the ordinary; in fact, the majority look upon him as a sort of supreme being, or something half-human, half-apparition, whose ways are not supposed to be understood by the common herd of humanity, and who must be approached with a certain amount of reverential fear.

This peculiar opinion the public have has arisen out of the fact that the editor happily recognizes the truth of the old saw that "familiarity breeds contempt," and, therefore, if the pen which he wields is to yield an influence at all among his constituents, it is necessary that he keep himself to a certain extent in the background, and if capable, surround his whole personality with a thin veil of mystery. The editor who is successful in this commands respect, and his paper increases.

It is for the aforementioned reasons, dear reader, that an editor is rarely seen in public, as other human beings are, when making the initial attempt to ride a wheel. And it is well that he is not, for there is nothing on this great earth of ours that will more quickly lower the high respect in which he is held, and the dignity of his profession, than for him to be seen going through the awful and embarrassing struggle that is necessary before proficiency is attained in the art of keeping one's center of gravity on a wheel.

The writer was one of a party of two recently privileged to witness the performance of the senior scribbler of "The ——" who has decided to master the wheel at the tender age of 52 years. The battleground selected was a secluded spot far out in the suburbs of the city, and the terrible combat that took place thereon will linger in my memory for many a day. That poor editor has marks on his person up to the thirty-third degree to prove it. The head pencil-pusher's "perseverance" conquered, however, and the unfortunate wheel was as tired of the effort as the determined candidate. Both were laid up for a week for repairs and the manager of the local bicycle hospital knows only his share of the cost, and that would buy victuals for the family for a week. Protruding bones, barked shins, and discolored spots as big as your hand yet remain as souvenirs of the trying ordeal. Whole blocks of the street pavement were utilized in the struggle when ordinary sleeping humanity were wrapped in the arms of Morpheus. It wouldn't have been safe for any of the denizens of that street to have been abroad during the terrible combat that resulted in final victory. A familiarity with the construction of vitrified brick highways was gained that no other experience, he says, could have afforded. The novelty of seeing him roll off in the morning to his daily avocation has now worn away. Friends are happy, and enemies have given up hoping to see the editor break his neck.

formity in the boards and weights. A shuffler can seldom visit a strange city and find the conditions the same as at home; the weights will be either larger or smaller, and the board of different length and faster or slower. If shuffleboards, like billiard tables, were built to uniform size the game would be greatly benefitted, for experts now do not care to play away from home. The weights in Buffalo are of about the same size, but those of Philadelphia are big brass affairs, while the sand is poured on the board in such quantities as to require considerable muscular effort, and much of the delicacy of touch, so essential on a faster board, is next to impossible. The fastest boards are the ones which give most satisfaction.

### Miscellaneous Sports

#### NO AMERICAN HENLEY

Information comes from Boston that the projectors of the American Henley at New London have decided not to have any regatta this year. The time is too short to perfect arrangements and it is the intention to hold the first regatta in 1902. Harvard is in the scheme heart and soul; Yale is favorable and the promoters of the plan believe other big rowing colleges will be represented.

#### YACHTING AT GLASGOW

The management of the Glasgow exhibition sent invitations to American yachtsmen to take part in races on the Clyde against British picked yachts including Shamrock I. and Shamrock II. The races will take place on July 6th and August 6, 1901, and the prize will be 500 pounds sterling (\$2,500). It is intended to be the leading feature of the great international exhibition, which is to be opened in May at Glasgow by King Edward in person.

#### SPECIAL CAR FOR ATHLETES

An innovation is being planned at the University of Minnesota which will fill a long recognized want. It is proposed to have a car owned by the university for university use, in which the various organizations of the university may travel about when on their trips.

The cause of bringing up the question at present is the excellent time that the glee and mandolin clubs had, because they had a car to themselves. The car could be used by the baseball team, football team, basket ball team, track team, tennis club, debaters, glee clubs, and by any other university organizations, at an expense much less than by paying the regular fare, to say nothing of the increased enjoyment by reason of privacy.

The car would be of especial benefit to the football team on a trip, in carrying Minneapolis water with the team, and whatever food they wished to take.

It is well known that in all probability Iowa would have won the football championship last fall had it not been that her team was knocked out by change of water.

A number of students have interested themselves in securing such a car for the university, and the scheme seems to have advanced beyond the visionary stage.

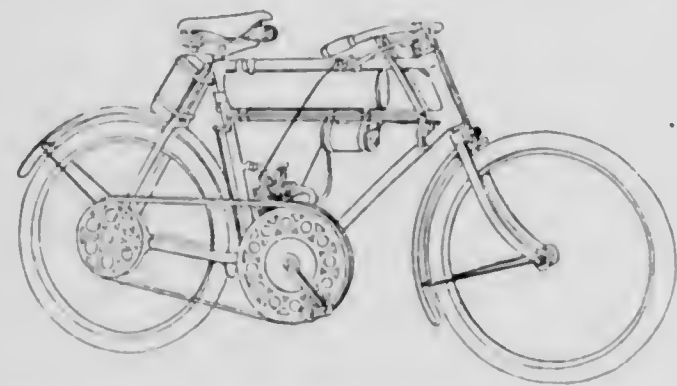


## MOTOR CYCLES



AS THEY COME AND GO

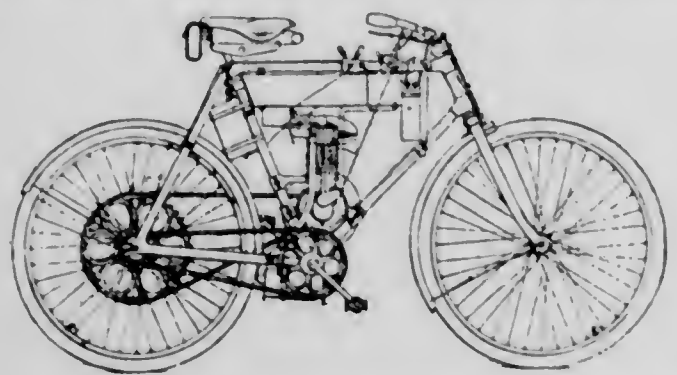
If anyone were to doubt that the motor bicycle is to enjoy great and widespread popularity, he no longer has reason for that impression, for in Europe, as well as here, new motor bicycles are being brought to public attention almost every day, and public interest is increasing by leaps and bounds. We



show herewith four new foreign models, two French and two British. The first of these is the Arnault made by E. Arnault, and exhibited with great success at the recent Salon du Cycle in Paris. The French enthusiasts were much taken with its performances.

The second model is the product of Messrs. Chapelle & Chevallier, of Paris, and was exhibited at the world's fair in Paris, as well as at the recent Salon du Cycle. It is by no means an unattractive looking machine. Reports from the gay capital indicate that its popularity will be large.

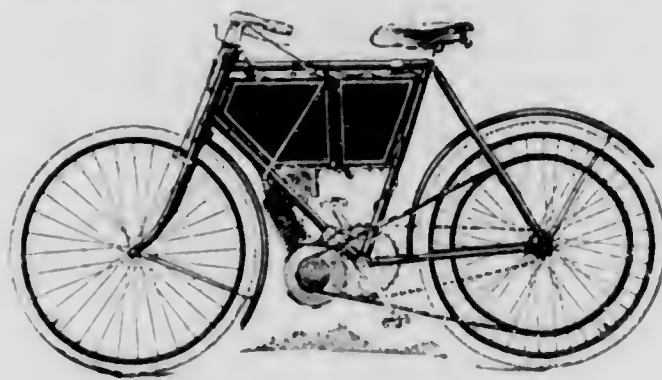
The British model is the Excelsior, manufactured by Messrs. Bayliss, Thomas & Co., Ltd., of Coventry. The motor is so situated that there is an absence of vibration, and being fixed below the center and in a central



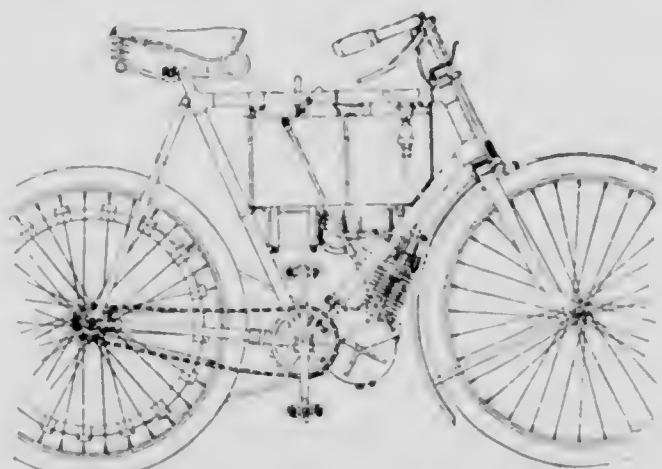
position, it is claimed that there is no possibility of side slip. The motor is a specially designed one, of compact and neat appearance, and of 1 1/4 h. p. The tank holds sufficient gasoline to run 90 miles. It is fitted with accumulators which will hold out for a distance of 700 miles without re-charging. The power is transmitted from the motor to the rear wheels by means of a spiral belt, which is easily adjusted by simply twisting same in one or the other direction. The carburetor is an ordinary float feed one, and is

warmed by means of the exhaust box which is placed immediately under it. The weight of machine complete is 70 pounds.

Herewith is shown British patent No. 2,323



(1900), granted to H. Luthi and others on a motor bicycle, now known to the trade in Europe as the Minerva. A small gas engine of about 1 1/4 h. p. is clamped by a suitable screw clamp to the underside of the forward tube of the cycle frame. The carburetor, oil tank, accumulators and coil and silencer, which are of the usual type, are attached to the frame by means of lugs, and lie inside the diamond formed by the frame. To the spokes of the rear wheel of the cycle and on the left side of it is attached, by means of suitable clips around the spokes, an annular grooved pulley. On the engine crank shaft is fitted a small grooved pulley, and the one drives the other by means of a flexible leather or other band or strap. The usual levers for regulat-



ing the timing of the spark, the opening of the compression tap, and the nature of the mixture are fitted to clips on the top tube of the cycle and in easy reach of the rider.

Jacquelin and Taylor meet for the first time on May 16th. This will be a coming together of the champions of two worlds, of two styles of racing, and of two colors, and should prove of interest to the whole world. It would be foolish, however, to say that a single meeting will prove the superiority of either, for there are too many little incidents likely to have effect in one race that would be eliminated in a series. We shall be better able to say which is the greater man after the two have contested for honors about three times.

With King Edward, Lord Chamberlain and the wife of the Turkish minister in Washington now riding bicycles, has any dealer good ground for doubting that cycling will be in vogue again this year with society the world over?

## Paragraphs from the Past

Among the noted residents of Hartford, Conn., is Samuel L. Clemens known to the world as "Mark Twain." He was at one time an enthusiastic bicycle rider. One fine day, however, he took a ride, robed in a long linen duster, the tails of which caught in the spokes, and threw him so heavily that he became somewhat disgusted with the sport. He has again taken to cycling. The Hartford Post says that he was riding with the Rev. Joseph H. Twitchel, and while they were pedalling along together one day, the author of "Roughing It" suddenly took a header. Mr. Twitchel slowed up and was about to assist his friend, when Clemens shouted: "Don't stop, Joe, go right ahead; I think I will stay here a little and swear."—L. A. W. Bulletin, Jan. 2, 1891.

A correspondent from Fostoria, Ohio, sends us the following rich story of a ten-mile medal and how it was won: "Massillon, Ohio, having become a noted spot in League history, I want to tell the readers of the World a rather rich story of the winning of a ten-mile championship medal in that city way back in '87. At the time in question, three very enthusiastic wheelmen and good fellows as well, namely, Messrs. Skinner, Warwick and Miller, being in doubt as to which of them ought to be the recognized champion of the city, concluded to put the question to a final test. It was agreed that each would contribute six dollars to a pool, and the aggregate sum was to be used to purchase a medal to be the property of the winner of the race proposed. This was accordingly done, and a very handsome trophy purchased. It was inscribed, 'Ten-mile Champion '87, Massillon Bicycle Club.' The beautiful gold emblem was the envy of each of the contestants. It was decided that it should be competed for by the 17th of July. The several gentlemen immediately went into training, but try as they would no time was found when each of them was in condition to enter a race. It was postponed from time to time until they decided that it would be impossible to meet or to have a race. It was accordingly agreed that they repair to some secluded spot and shake the dice for the medal. The secluded spot was found, the dice cast, and Mr. Miller today holds up with pride the honors of the easiest race he ever run. This story I don't believe was ever printed before, but I have the unimpeachable word of the winner as to its authenticity, and if you ever run across him in Pittsburg, he will tell you the history in his own peculiar and laughable way."—L. A. W. Bulletin, March 14, 1890.

Score one for the League. Scene, country road. Dramatis personae. Tom Jones, son of Squire Jones, Great Mogul of the strictly one-mule rural community of Bugville Centre, riding along behind spavined mule yept Get-a-Long. We say riding, because at painfully long intervals the mule might have been noticed by a lynx-eyed observer to move

one leg, then another. Enter two cycling tourists, members of Ixion B. Club, of Gotham. Mule takes it into his head to bolt; mule does bolt; buggy much shattered; boy shaken up; cyclists assist boy to go home, giving him their addresses. Squire Jones, acting under advice of eminent counsel, who sees a chance to make a fortune, puts the boy to bed, where he is kept, much against his will be it said, for two weeks. Doctor in daily attendance; result, large bill. Lawyer then writes wheelmen that he will bring suit for damages at once. Wheelmen consult League officials. League attorney writes polite letter, telling corkscrew that the matter has been placed in the hands of the great L. A. W., 10,000 strong, and that they were just pining to waste some money on a lawsuit. Corkscrew thinks he has caught a tartar, brings no suit, and accepts a reasonable fee from Squire Jones. This is a good example of the moral force of numbers. Score one for the League, say 1.—L. A. W. Bulletin, August 13, 1886.

The latest rumor anent cycling matters is rather a curious one. It is to the effect that the West wants to amalgamate the two glorious pastimes of cycling and roller skating, and that the ranks of the L. A. W. be recruited from the skating army as well as from the cycling, and that professionalism will not debar skaters and cyclists from reposing in the lap of the League. It is said Chicago and St. Louis are at loggerheads over the question as to which of them broached this novel and liberal program.—L. A. W. Bulletin, April 10, 1885.

Bertie Banks recently rode a novel race at the Nebraska fair in which his opponent was an ostrich. The eighth-mile was covered in twenty-two seconds by the bird, while Banks won easily.—Referee, Sept. 24, 1896.

An anti-cycling publication, called L'Antivelocipedard, appeared last week at Geneva. It proposes a fine of from 50 cents to \$1 for each accident caused through cycling, the same to be utilized to compensate persons injured by wheelmen.—Referee, Sept. 10, 1896.

### Cycling in South America

The representative of a leading New York exporting house, who recently returned from South America, says that at present, as indeed has been the case for three or four years past, bicycling in that country is far and away the most popular of the outdoor sports. In the larger cities of Brazil and the Argentinian the sport today is at the height of its popularity, and although the women there were at first somewhat in doubt as to the propriety of riding in public, they quickly followed the example of some of the social leaders, who boldly went in for the sport so soon as they had mastered their wheels, and now there are as many petticoats awheel as there are knickerbockers. Buenos Ayres is perhaps the greatest cycling center in South America, where at certain hours of the day the entire city seems to be awheel. There are some fine roads leading to beautiful parks in the suburban districts, and along these as well as in the parks the procession of cyclists in the early morning and afternoon hours is almost a never-ending one.



## L. A. W. MAGAZINE

### AND GOOD ROADS

OFFICIAL ORGAN OF THE

### League of American Wheelmen

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### The Good Roads Magazine

By reason of the pressing importance to American progress of improved highways and because of the fact that the good roads movement lacks at this time an adequate national organ, the L. A. W. MAGAZINE will appear June 1st and monthly thereafter under the title of "The Good Roads Magazine." Still remaining the official organ of the League of American Wheelmen and continuing its advocacy of all the objects of that splendid and meritorious organization, this Magazine under its new title will, moreover, broaden its scope, giving particular attention to the extension of good highways and encouraging as much as is possible increased legislative activity in the direction of better roads. Endeavor will be made to cement together, in interest at least, the various American bodies having for their purpose the betterment of our highways, and in course of time the Good Roads Magazine expects to become the official organ of all such bodies.

Within its covers will appear regularly the best thoughts of our American good roads leaders, together with readable, interesting and reliable articles, fully illustrated, showing the progress that is being made. The Magazine will have an increased number of pages and of illustrations, will be placed on sale at all news stands and will have a general subscription price of fifty cents per year.

With the intention of making the Good Roads Magazine a publication meriting the support and the patronage of everyone interested in the steadily strengthening movement toward good roads, a vigorous policy will be pursued, and no care or expense will be spared to achieve a full measure of success.

From England comes the news that both King Edward and Lord Salisbury are now riding wheels, and the British trade is doubtless glad thereof, for the return to the cycle of these two leading Englishmen will certainly

ly set the fashion among the smart set and make cycling once more the vogue. Both the king and his premier announce that they have taken to the wheel once more for the benefit that cycling affords to health.

The Wisconsin state senators are being justly criticized by newspapers throughout the Badger state for their defeat of the McGillivray state aid good roads bill, and 150 of the papers have taken them to task for their lack of judgment and good sense. The Racine Journal says editorially: "The senate erred in not submitting to the people the question of giving the aid of the state to good roads. Why not?" When the legislators find themselves so out of sympathy with the popular sentiment among their constituents it is time they began to do some serious thinking.

If the contention that the New York bell ordinance is illegal is proved correct, it will no longer be necessary for any New York rider to carry either bell or whistle, for the statute plainly provides that all the wheelman needs to do to give warning of his approach is to give an "alarm by bell, whistle or otherwise, which may be heard 100 feet." The probability is that riders under this law will give an "otherwise" alarm, which may be a shout, a vocal whistle, or a simple "Hey, there."

It has come to the common belief that persons high in social and commercial affairs no longer ride the wheel. If this is true, cannot the cause be traced largely to the fact that the leading financial men of the industry, many of whom are also prominent in the social world, were themselves among the first to abandon the wheel for vehicles requiring on their part no physical exertion? Think it over.

If the League of American Wheelmen had been strong in Wisconsin, the state legislature there would doubtless not have so flagrantly maltreated the "state aid" constitutional amendment with impunity. Wheelmen need to know—and the Wisconsin action should partly teach them—that they simply cannot secure favorable legislation without organization.

The Governor of New York is willing that \$220,000 should this year be spent on highway improvements. And he hasn't asked Senator Platt about it, either.

Omaha promises once more to have a lamp ordinance. That city is having as hard a time deciding on the matter as Nebraska had in choosing a couple of senators.

Western wheelmen are again agitating the Chicago-Minneapolis cycle path project. The idea is commendable and should succeed.

Horatio S. Earle, of Michigan, is the first president of the L. A. W. to be elected from a division west of Ohio.

## HOME COURSE IN PHYSICAL TRAINING\*

By MAX E. PELTZER

The following is a simple course in physical culture or training for men, without the use of apparatus or appliances which if followed persistently for one month will show the most remarkable and beneficial results. It restores, preserves, and perpetuates health, strength, and grace.

Take your measurements before commencing, and be attentive to what a person can accomplish by regularity in diet, exercise, and bathing.

Rise in the morning before 7 o'clock—the air is purest an hour after sunrise—throw your bedroom window wide open and drink one half pint of very warm water, before commencing:

### EXERCISES

Movement No. 1—Stand erect and square on your feet before the open window and while slowly inhaling the fresh air, lift the straightened arms out in front until hands meet above head. Slowly lower arms, exhaling gradually. Repeat ten times.

Movement No. 2—Stand erect, inhale, holding the breath, extend arms out from side and raise them above head; at the same time raise body on toes. Repeat five times, after which exhale gradually.

Movement No. 3—Hold out arms extended from sides and revolve hands around in circle, using wrist as a pivot, keeping it up to the point of fatigue.

Movement No. 4—Stand erect; place hands on hips and revolve slowly the upper part of body, using waist as pivot, counting five, reversing and again counting five, completing the movement by taking and holding a deep breath and bending the body forward and backward as far as possible, after which exhale slowly.

Movement No. 5—Raise arms extended in front, keeping back erect and arms straight, swing them back as far as possible, as if wanting to touch hands behind back, bring them in front again, raise them above head and rise on toes, then down and back. Repeat ten times.

Movement No. 6—Place hands on hips, rise on toes, keeping back straight, bend knees sinking down to uplifted heels as far as possible, then rise. Repeat five times.

Movement No. 7—Lie down on back and keep back and hips rigid; inhale and hold the breath, straighten legs and lift them off the floor as high as possible, then gradually lower. Repeat five times.

Movement No. 8—Lie down on back and keep back and hips rigid; inhale and hold the breath; straighten legs and lift upper part of body from the floor to sitting position. Repeat five times.

Movement No. 9—Stand erect with heels close together, keep knees rigid, bending body forward with arms straight at elbows,

touching floor with hands if possible; then raise hands high over head. Repeat ten times.

Movement No. 10—Lie on your chest, place hands and toes on floor, keep body straight and rigid, and lift body up at arm's length. Repeat five times.

These ten movements should be taken regularly and systematically for ten minutes in the morning and for twenty minutes at night before retiring.

During the first week inhale, exhale, and exercise slowly; after the first week emphasize each movement, flexing with great tensility and using the muscles to the point of fatigue but without straining or exhaustion.

### BATHING

After exercises as above, wait until the heart has assumed its normal beat, then take a cold sponge bath in the morning, and a warm bath at night, after which manipulate a rough towel or brush on the body until the blood rises to the skin.

### DIETING

During the above course in physical training care should be taken as to diet, eliminating all sweet meats, pastry, delicacies, and foods seasoned with greasy substances, spices, or rich with pepper. The latter is as injurious as is alcohol. Eat a little fruit mornings, such as pears, cantelope, oranges, or blue grapes. Oatmeal is the best food on the market for breakfast, if properly cooked. A good diet is: Roast mutton, baked potatoes, medium boiled eggs, celery, milk, cereal coffee, stale whole wheat bread, and fresh dairy butter, all of which are easily digestible. Always eat sparingly of meat. Never leave the table with your appetite entirely appeased. Congenial company at meals, it is said, assists the digestion, and is hereby commended. Eat only two meals each day, say for two weeks, after which go back to three meals each day if desired. Food is enjoyed best and nourishes the body more on two meals per day than on three. Oat meal or barley water and unfermented grape juice are the best drinks of all liquids, insuring great endurance, enriching the blood, and strengthening mind and body.

Although the use of tobacco is prohibited in the training of athletes, one cigar after breakfast is not considered injurious. Nature never intended that we should be sick, so rise before 7 o'clock in the morning, retire at 10 p. m., and keep regular habits and fixed hours for meals, exercise and bathing; work towards accomplishing something, have an object in life, and you will gain physical and intellectual strength and consequent happiness, something that money cannot buy.

Ride when you are in health and you'll not have to ride for your health.

\*Reprinted from *Mind and Body*, Chicago, at the author's request.



## L. A. W. Official Department

### Let Us Talk It Over Together

If your waking call me early, mother, call me early, mother, dear, for I have a bill to pay, mother, I have a bill to pay, I have a bill to pay. The League of American Wheelmen, mother, has asked me to promptly renew, and that's what I'm going to do mother, that's what I'm going to do.

There is more prose than poetry in that effusion. We never could quite understand how a member could consent to be Queen of the May with dues unpaid. Crowns and roses are for those and those only who are square on the books.

Have you seen our list of life members? And are you in line? The good and the true are marshalled in these ranks. There are certain people who can always be depended upon when we need help. You will find them in every list. The lists of life members as we shall publish them from month to month will bear careful study.

The new scheme is a good one to clear the decks for action. The divisions owe the National body upwards of \$6,000. If the divisions were out of debt they could march forward. If the National body had the money due it for loans made it would be on velvet. To get the divisions out of debt and to put the National body on velvet is the aim of the life membership.

There are some who have talked and who still talk repudiation. The idea is not to be entertained for a minute. The honest debts of the divisions will not be repudiated. We are on the road to payment and we cannot stop to look down into the gulf of repudiation.

The detail of life membership is arranged somewhat different from what it would be if there were no debts. When the debts are paid certain changes will be made, no doubt. But let's get the debts off our shoulders.

Things over in Illinois seem to be rosy. Those two old veterans and hard workers, Thomas F. Sheridan and Burley B. Ayers, have consented to take hold of things and pull the division up out of the mud. Tom will be chief consul and Burley will be secretary-treasurer. It really seems like old times. Now see things move. Sheridan has been twenty miles away too long. He is in the field now and the division is putting on Ayers.

The Chicago Athletic Club is to be a sort of headquarters for the L. A. W. in Chicago. Many of our members have steins upon the hook in the club and much of the division business will be done at the club.

The Chicagoans are going to tour to the Pan-American exposition led by Sam Miles, the veteran. Moreover the old timers are to have a banquet at the Athletic Club House on May 11th. President Earle will be there and so will others. Things do move!

New York is leading the way in the matter of applications, renewals and life members. It is no easy matter to keep in the bunch with the Empire State, and now that she is to have the League Meet we shall expect to see her forge ahead.

Renewals are coming in fairly well, but it is not as it might be. We shall lose a good many members but we hope to get the most of them back. Wheeling is not going out. The automobile is coming but it is not going to push us to the wall. Old men for autos, young men for bikes. Who says we are old? We who were on deck in the early '80's. The records may put us among the grey beards, but the bike keeps us young. When we old ones stop riding we'll blow a horn.

The Transportation Committee has several subjects before it for work, viz., arranging for handling the good roads trains that President Earle is negotiating for; and looking into the prospects of having Congress take up a free baggage bill; and looking into the action of various attorneys of railroads about the country, who are endeavoring to nullify the action of free baggage laws, if not getting repeals of same. To this end, all our committeemen should look around and see what is in the wind. There are two good roads trains—that of President Earle and the one now being handled by the National Good Roads Association. This latter consists of seven cars and has just started out on the Illinois Central Railroad, constructing a mile of sample road at various points from Chicago to New Orleans, and the accompanying engineers (one representing United States government) will arrange for organizations en route to carry on the work at each point where sample is laid. The other, President Earle's, is an exposition of road making implements, and the train will stop at places appointed and accompanying demonstrators will show the people the machinery and lecture on the subject of roads and the cost of building by the machinery exhibited. The work of the Transportation Committee is more or less connected with the Good Roads work in addition to the lines clearly laid out above.

It is this inter-state commerce law that we want to get at. The railroads have thrown it up as a sort of an intrenchment behind which they are hiding. They will carry wheels in "free" states because they have to,

but they won't take the wheel from one state to another though both be free. This is absurd. We must be getting after the absurdity and we shall find in Congress our fighting ground. We have friends at Washington. The Vice-President has renewed.

Our old friend Nixon Waterman is turning out editorial paragraphs for the Boston Herald. And they are well turned, too. He can't keep away from verse all the time and it matters not if he is sitting in an editorial chair. It has to gush forth. He makes a very good editor and he doesn't go around with his fingers smeared with paste, either.

We shall soon have a very interesting photographic collection. Every life member contributes a photograph. We shall have upwards of a hundred when this is read and very soon it will be a thousand. And not a homely man in the collection. As we have one lady life we are still prouder to proclaim it a galaxy of beauty with one grand central star.

Boston wheelmen rode to Lexington, as usual, on Patriot's Day. It is always thus. They ride over the Paul Revere route to Lexington Common and then over to Concord to look at the Minute Man. They have seen the man of sixty seconds, probably a thousand times, but they always gaze at him on the 19th of April. And when they have looked long enough they give thanks for being blessed with such a lovely route to ride over with all its historic associations.

Chicago has its Pullman to ride, too; New York has Yonkers; St. Louis has the pump in Forest Park; Philadelphia has Bryn Mawr; Washington has Cabin John Bridge; Buffalo has Niagara; Milwaukee has Whitefish Bay, and other cities have destinations attractive and satisfying, but Longfellow gave an added charm to the historic associations of Lexington and Concord that render those places unequalled as a Mecca for wheelmen.

Why do we note a decline in wheeling? We think it has its root in the laziness of mankind. Time was when men wanted to get out and see the country and they employed the wheel. They had to work for it but they felt paid for all their labor in what they took in of scenery and fresh air. And now comes the trolley car and takes them out into the open country and they do no labor. They get nearly all of it without work and for a nickel. We are such a lazy set that we use the nickel.

But that is not all. There is another point where wheeling hits a man in his lazy longitude. It's a question of clothes. When a man desires to ride he must change his clothes and when he has finished he must make another change. The trolley car requires no change of clothing and he takes the trolley. These two appeals to a man's laziness have been very potent factors in causing riders to give up the wheel.

But all men are not lazy. There are many left who vote the wheel the king of pleasures. There are many who do ride and who will ride as long as they have strength to push a pedal and a keen appreciation of the beauties

of nature when we meet her face to face. The trolley car does not put us into communion with nature as the wheel does. It does not go into the by-ways, the forest roads, the out of the way places where we find the richest treasures of scenery. There is an independence on the wheel that we do not have on the trolley and there is an exhilaration that comes to us in no other way.

Speaking of the decline of wheeling, we are reminded of a story.

John Fox, Jr., in his study of "The Southern Mountaineer" in the April Scribner, relates that a traveling evangelist, Mr. Barnes, once stopped at a mountain tavern and told of the crucifixion.

When he was quite through an old woman who had listened in absorbed silence asked: "Stranger, you say that that happened a long time ago?"

"Yes," said Mr. Barnes, "almost 2,000 years ago."

"And they treated him that way when he'd come down for nothin' on earth but to save 'em?"

"Yes,"

The old woman was crying softly, and she put out her hand and laid it on his knee.

"Well, stranger," she said, "let's hope that hit ain't so."

A correspondent asks us if the original life members, those who became such in 1886-7 are to be continued on the roll. Certainly. These men stood by us in the dark days of '86 and took out life memberships to help us along. We have issued tickets to them every year. They constitute the first series and their early patriotism will be fully recognized. We entered forty-eight life members and today we have forty-four of them still with us. This after a lapse of fifteen years. Pretty healthy set. Those who enter now are older men. Will the scribe who tells the story of this day, at a period fifteen years later, find so large a proportion of the seventy-nine men who are published in this issue alive and active at that time? Who can tell?

Our life button is made from a very pretty design in oxydized silver. A circle is described in the center of our present badge and within this is a flying wheel surmounted by the letters, "L. M."

The month of May, this year, sees us at our majority. On the 31st we shall be twenty-one years of age. Why not go to Newport and have our pictures taken on the rocks? Then might we compare the baby with the full grown man. There are many with us in Boston who might repeat their appearance in the picture. Hugh Willoughby is at Newport and would surely be there; Pitman would go from New York; the New York club could turn out quite a contingent; Jo Pennell would hardly come from London, nor would Kirk Munroe come out of his retreat in Florida; the two Popes, Albert and Edward, Hodges, Parsons, Slocum, Webster, Shillaber, would be of the party from Boston and E. K. Hill would go from Worcester. It would be a jolly reunion and we wish it might be.

The Pioneers will dine at Buffalo as usual. We hope to make it a grand affair. Better



get in if you can qualify. We have no initiation, no horse play, no silly pranks, just a good, wholesome gathering of old friends. Watch the papers and look for announcements.

No man is advertising the League and its meet more than W. S. Bull and his department of publicity at the Pan-American. His broadsides go out to thousands of newspapers daily and the L. A. W. gets a good notice every time. There should be many wheelmen at Buffalo and if they do not enter the city as a League member they should not be allowed to escape until they sign a blank.

#### Officers for 1900 and 1901

President, H. S. EARLE,  
Detroit, Mich.  
First Vice-President, GEORGE C. PENNELL,  
New York City.  
Second Vice-President, W. A. HOWELL,  
Rockville, Conn.  
Treasurer, J. C. TATTERSALL,  
Box 329, Trenton, N. J.  
Secretary, ABBOT BASSETT,  
Russia building, 221 Columbus avenue, Boston, Mass.

#### Division Officers

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

Colorado—Chief Consul, Thomas H. Gist, 808 16th street, Denver. Secretary-Treasurer, Dr. A. C. Stewart, 632 17th street, Denver.  
Connecticut—Chief Consul, O. H. Hammond, Torrington. Secretary-Treasurer, W. A. Wells, Norwich.  
Delaware—Chief Consul, Walter D. Bush, Jr., 404 So. Clayton street, Wilmington.  
District of Columbia—Chief Consul, Wm. T. Robertson, 429 10th street, N. W., Washington. Secretary-Treasurer, C. E. Wood, 1408 Hopkins street, N. W., Washington.  
Illinois—Chief Consul, Thomas F. Sheridan, Chicago Athletic Club, Chicago. Secretary-Treasurer, Burley B. Ayres, Chicago Athletic Club, Chicago.  
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Minnesota—Chief Consul, F. L. Hoxie, 416 Robert street, St. Paul. Secretary-Treasurer, C. W. Purple, District Court House, Minneapolis.  
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Treasurer, John F. Clark, office of the division, Vanderbilt building, New York.

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Ohio—Chief Consul, Chas. W. Mears, Cycling Gazette, Cleveland. Secretary-Treasurer, W. H. Chubb, 91 Bell avenue, Cleveland.

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Pennsylvania—Chief Consul, Samuel A. Boyle, 654 City Hall, Philadelphia. Secretary-Treasurer, P. S. Collins, division office 639 The Bourse, Philadelphia.

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ENGLAND—Joseph Pennell, 14 Buckingham street, Strand, W. C., London; T. Lee Lloyd, 6 Dingle lane, Liverpool; W. P. Purvis, 2 Avenue pl., Southampton; Rev. Thos. H. Orpeb Blunbrooke, Cambridge; Herbert M. Ranklor, Blundell's School, Tiverton.

FRANCE—Paul Ocker, 5 Rue Gustave Dore, Paris; J. M. Erwin, 17 Rue Brunel, Paris; H. C. Wallis, secretary Dieppole Du Golf, Dieppe.

GERMANY—Friedrich Schieleher, Duren Rheinland, Bonner-strasse 15, Berlin; Felix Rohl, Linden-strasse 56, S. W., Berlin; A. Elditz, care Schenker & Co., Munich.

ITALY—Ereole Abrate, All Aurora, Turin.

AUSTRIA—Otto Mayer, 114 Lindergrasse, Vienna.

IRELAND—J. White, Derrybawn, Bushney Park Road, Rothgar Co., Dublin.

SCOTLAND—J. Lennox, Dumfries.

JAPAN—Raisa Earl, 14 Shimmon street, Nishinobashi, Tokio.

Holland—Joan Rahusen, 10 Roemer, Vlisscherstraat, Amsterdam.

CUBA—Alfred F. Terry, Sta. Ysabel 25, Cienfuegos.

#### Standing Committees

Executive and Finance—The president and the two vice-presidents.

Membership Committee—Edw. N. Hines, 35 Larned street, W., Detroit, Mich., chairman; E. B. Stearns, Manchester, N. H.; O. S. Barnum, M. D., Los Angeles, Cal.

Rights and Privileges Committee—Herbert W. Knight, Prudential building, Newark, N. J., chairman; P. S. Collins, 639 Bourse building, Philadelphia, Pa.; Charles W. Mears, Cycling Gazette, Cleveland.

Rules and Regulations Committee—Thos. L. Pogue, United Bank building, Cincinnati, O., chairman; George L. Cooke, Box 1101, Providence, R. I.; Dixie Hines, 23 Park Row, New York City.

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Auditing Committee—Clarence W. Small, 74 Winslow street, Portland, Me.; John C. Kerrison, Herald, Boston; John J. Van Nort, Scranton, Pa.

Local Organization—F. T. Cahill, Oswego, N. Y., chairman; Walter B. Hassan, Jeffersonville, Ind.; Arthur W. Robinson, Winthrop building, Boston, Mass.

Touring Committee—Geo. M. Schell, 639 Bourse building, Philadelphia, Pa., chairman; Alonzo D. Peck, 221 Columbus avenue, Boston, Mass.; W. S. Bull, 204 Ashland avenue, Buffalo, N. Y.; L. W. Ryland, 702 Main street, Richmond, Va.; W. C. Munro, 2143 Grand street, W. H., Cincinnati, O.; Carl E. Robinson, 46 Lake street, Chicago, Ill.; Michigan, Indiana and Illinois.

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#### SPECIAL COMMITTEES

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Side Path Committee—Dr. C. H. Hunter, 13 Syndicate block, Minneapolis, Minn., chairman; M. D. Fletcher, Springfield, Mass.; J. Roy Collins, Norfolk, Va.

Pan-American Exposition Committee—C. Lee Abell, 11 Mooney-Brisbane building, Buffalo, N. Y., chairman; Thos. D. Haines, 1601 Moyamensing street, Philadelphia, Pa.; Dr. A. A. Bryson, Fall River, Mass.; Henry E. Perry, 233 Sheridan avenue, Detroit, Mich.; Dr. L. C. Leroy, 6 Lexington avenue, New York, N. Y.; W. E. Grady, 123 E. Bay street, Savannah, Ga.; Jno. R. Williams, 1933 North Second street, St. Louis, Mo.

#### Executive Committee

Whereas, we, the executive committee, are cognizant of the fact that the state divisions' obligations on loan accounts is one of the chief hindrances to our prosperity, inasmuch as the divisions need the money.

Therefore, in the interests of the future as well as the present welfare of the organization, it behooves us to take some extraordinary step to stop the downward tendency, therefore be it

Resolved, That the treasurer shall credit on any state division's loan account twenty dollars for each life membership accompanied with the fee of ten dollars, coming from such state, until such loan account is wiped out, when the source as previously resolved, shall be followed.

Yes, H. S. EARLE,  
President.  
Yes, GEO. C. PENNELL,  
1st Vice-President.  
Yes, W. A. HOWELL,  
2d Vice-President.

#### L. A. W. Touring Department

To expedite the giving of information concerning routes, the seven members of the national touring committee have each been assigned a certain territory, and it is urged that as far as possible, the seeker for pointers, as to short routes, communicate directly with the member having charge of the section of the country in which such route or routes are located. Through-route information, and suggestions as to European tours, will be furnished by the chairman. The personnel of the committee, with the territory assigned to each follows:

George M. Schell, chairman, 639 Bourse building, Philadelphia, Pa.—Pennsylvania, Delaware and southern New Jersey.

Alonzo D. Peck, 221 Columbus avenue, Boston, Mass.—New England states (except western Connecticut) and Upper Canada.

W. S. Bull, 204 Ashland avenue, Buffalo, N. Y.—New York state, west Connecticut and northern New Jersey.

L. W. Ryland, 702 Main street, Richmond, Va.—Maryland, Virginia and West Virginia.

W. C. Munro, 2143 Grand street, W. H., Cincinnati, O.—Ohio, Kentucky and Tennessee.

Carl E. Robinson, 46 Lake street, Chicago, Ill.—Michigan, Indiana and Illinois.

A. M. Welles, 300 Phoenix building, Minneapolis, Minn.—Wisconsin, Minnesota, Iowa.

Information concerning routes in sections of the country not included in the above apportionment will be supplied by the chairman.

Requests for routes M's. be accompanied by stamped self-addressed envelope or stamp (preferably the former).

League members inquiring for routes should in all instances append their League number as an evidence of good faith.

Up to date there have been prepared thirteen through routes, as follows:

1—New York to Chicago (via Albany, Buffalo, Cleveland).

2—New York to Chicago (via Delaware Water Gap, Scanton, Elmira, Buffalo, through Canada and Michigan to Grand Haven; thence across the lake by steamer to Chicago or Milwaukee).

3—Boston to Albany (to connect with route No. 1, with a branch trip through the Berkshire Hills to the Hudson River (connecting with route No. 1 at Hudson, N. Y.).

4—Boston to New York (via Springfield), with a branch trip through Berkshire Hills.

5—Boston to New York (via Providence, New London and Long Island).

6—New York to Washington (via Philadelphia).

7—Boston to Portland, Me.

8—Boston to Montreal, with branch trips to the Canada line (Northern Vermont) and the White mountains.

9—Philadelphia to Natural Bridge, Va.

10—Boston to Fall River and Newport.

11—Philadelphia to Delaware Water Gap and Fishkill, N. Y., connecting with route No. 2 (New York to Chicago, via Scanton, Elmira,

12—Philadelphia to Delaware Water Gap and with route No. 1 (New York to Chicago, via Albany, Buffalo and Cleveland) at Fishkill.

13—Washington to Chicago and St. Louis (via Hagerstown, Wheeling, Columbus and Indianapolis).

14—Chicago to Salt Lake City (via Rock Island, Des Moines, Omaha and Denver).

Inquirers for above routes will save time by communicating direct with the chairman of the touring committee.

#### Correction for New York-Buffalo Route No. 1

A. M. Meserole, chairman of the New York state division road book committee, makes the following suggestions to those who intend riding to the Pan-American exposition the coming summer from eastern New York and New England points:

"SYRACUSE—T. R. at S. Salina (not 'Clinton') street, cross canal and immediately T. L. on West Genesee street (asphalt and brick pavement) cross railroads and canal, take right fork to St. Mark's Square and continue to first street beyond (Willis avenue); T. R. and follow cinder path through villages of Solvay, Belle Isle, Amboy, Warners, Ionia and Jordan to Weedsport. Level all the way, cinder path all except last five miles and only one mile longer than route given over Camillus and Fairmount hills and poor roads.

"Also, tourists from Boston to Buffalo should not ride from Troy to Albany, but leaving Troy via Congress street bridge should keep straight ahead to Schenectady, saving all the distance from Troy to Albany and a little of the distance from Albany to Schenectady, that being greater than from Troy to Schenectady."

A. D. Peck, the New England member of the national touring committee has the following to say concerning the Boston-Albany portion of the route: "Riders taking the published route had better train from Shelburne Falls to North Adams. Those who desire to ride their wheels comfortably all the way should go via Worcester, Springfield and Pittsfield to North Adams."

Yours,  
G. M. SCHELL.

#### To Buffalo Awheel

The publication in recent numbers of the L. A. W. Magazine has resulted, as was expected, in the receipt by the chairman of the national touring committee of a number of corrections and suggested changes, which are presented here for the benefit of League members in general, and of those who contemplate the Buffalo trip in particular.

De Lancey Watkins, chairman of the sidepath committee of the New York state division, has



## APPLICATION FOR MEMBERSHIP IN THE L. A. W.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue, Boston:

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy five cents for one year's dues, and the remaining twenty five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. Magazine, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town..... State.....

Cycle Club..... Write references on margin below.

the following to say (under date of April 14) concerning a change of route in the New York-Buffalo trip, published in the March number:

"In the March number of the L. A. W. Magazine, page 32, I find in the report of the L. A. W. touring department a tour to Buffalo, Schenectady, etc., etc., T. R. cross bridge to Scotia, T. L. on cycle path' . . . (From there you should strike out the rest of the directions to 'good all the way to Amsterdam.'"

"There has been an excellent cycle path built through the village of Scotia, so that there is a continuous path from the end of the Scotia bridge to the county line at Hoffman's Ferry.

"I should call particular attention to the fact, however, that between Albany and Schenectady the location of the cycle path is being changed in quite a number of places, owing to the fact that an electric road is being built between the two cities, which in many places impinges on the present path and for that reason there will not be good riding between those two points for at least a month and probably two."

Under date of April 15, H. L. Jewett, of Bethlehem, Pa., offers the following suggestions for those who contemplate riding from Washington, Baltimore and Philadelphia to Buffalo during the coming summer. It is an improvement, he thinks, over the route published in the April number of the L. A. W. Magazine:

"From Point Pleasant, Pa., to Easton.—The directions via 'Erwinna, Kintnersville and Riegelsville,' is not the best road. Erwinna and Kintnersville are places of such little importance, that although I have ridden the road many times, I could not now identify either of them. My riding has covered both sides of the

Delaware river, and I speak from personal knowledge of the country and lasting recollections of the roads. The directions should, in my opinion read: From Point Pleasant follow river road to Frenchtown, 7 miles. Fairly level, but good only part of the distance. Crossriver at Frenchtown and take river road to Milford, N. J., 5 miles. This road is usually better than the average in the summer, and always much to be preferred to the road on Pennsylvania side. At Milford cross back to Pennsylvania side and follow river road to Easton. This road will probably be macadamized during the summer, from Riegelsville, 9 miles. At Easton turn right at Lehigh Valley R. R. and cross river, following trolley tracks to Soldiers' monument—turn right, and at Delaware river bridge, turn left. A short run will take the rider to the intersection with the Martin's Creek road. To Martin's Creek, 7 miles, the road is macadam, with easy grades. From Martin's Creek there are choice of several roads to Water Gap, and the route given in the L. A. W. Magazine is probably as good as any. In going over this road everything depends upon good weather and favorable conditions—and once will satisfy most riders.

"The distance from Philadelphia to Water Gap as given is about the same as via the Bethlehem Pike, but the road is, I think, not as good. That is, the number of miles of good road via Doylestown is less, but the scenery is perhaps better, although both routes possess great attractions. From Bethlehem to Nazareth the road has been macadamized, and while the grades are rather stiff, the road is good. From Nazareth one has the choice of go-

## RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue Boston:

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number..... Date of Expiration.....

Name.....

Street and No. or P. O. Box.....

City..... State.....

City and Division in which my home is and to which I should be attached.....

Magazine will be stopped at date of expiration. You have 60 days in which to renew.

## New York Division

## OFFICIAL HOTEL LIST.

10 per cent discount; b—breakfast; d—dinner; s—upper.

Albany—Vincent House, Main st..... Rate.  
Annadale—Annadale Hotel..... \$2.00  
1.50

Bath Beach—Avon Beach Hotel, Cropsey  
ave. and Bay 22nd st..... 1.50

Bath Beach—Captain's Pier Hotel, foot 20th  
ave..... 3.00

Brooklyn—Bick's Restaurant, 814 Bedford  
ave..... 0.25, 0.50

Brooklyn—Parkway House Restaurant,  
northeast cor. Ocean Parkway..... 0.40, 0.50, 0.40

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Catskill—Smith House, 450 Main st..... 2.00

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Grove..... 2.00

East Syracuse—Hotel Ames, 217 W. Manlius  
st..... 1.00

Elmira—Buckbee House, 429 E. Water st..... 1.00

Elmira—Hotel Rathbun, Water and Bald-  
win sts..... 3.00

Floral Park—Park House (one block from  
station)..... 2.00

Glen Cove—Martin House, Glen Cove ave.  
and Roslyn road..... 1.50

Glens Falls—Hotel Ruliff..... 2.00

Huntington—Huntington House, Main and  
Wall sts..... 2.00

Jamaica—Hotel Howard (4<sup>th</sup> O. Ozone Park)  
Jamaica—West End Hotel, Fulton st. and  
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Jamaica—Jamaica Park Hotel, 264 Fulton st.  
Kingsbridge—Marble Hill Hotel, Broadway..... 1.50

Kiskatom—Greater New York Hotel..... 1.50

Long Island City—Kavanagh's Hotel, 15 Bor-  
den ave..... 2.00

Marathon—Hotel Lynde, West Main st..... 1.50

Marlborough—The Exchange, King st..... 2.00

Mattituck—Hotel Glenwood, Main st..... 2.00

Mechanicville—Grand Central Hotel, 58  
Park ave..... 1.60

Middletown—Russell House, Jamaica and  
King sts..... 2.00 to 2.50

Newburgh—The Palatine, Grant st..... 3.00

New Windsor—Highland Hotel, Main road..... 1.25

New York—Columbia Dairy Kitchen, 48 E.  
14th st..... a la carte

New York—Moshulu Hotel, Broadway and  
Moshulu ave..... 2.50

New York—Kronmeyer's Hotel, St. Law-  
rence ave. and W. Farms road..... 1.80

New York—Boulevard Hotel, S. Boulevard  
& Jerome ave..... 2.00

New York—Hubers' Hotel, Jerome ave. and  
162nd st..... 3.00

Niagara Falls—Prospect House, 2nd st. and  
Jefferson ave..... 3.50

Niagara Falls—Rapids Restaurant, Falls  
and Riverway sts..... 0.50, 0.50, 0.50

North Hempstead—East Williston Hotel,  
Jerico Pike road..... 2.00

Northport—Commercial Hotel, Main st..... 2.00

Patchogue—Roe's Hotel, Main st..... 2.00

Pine Plains—Stiasing House..... 2.00

Port Jervis—Delaware House, Pike st. cor.  
R. R. ave..... 2.60

Port Jervis—Union House, 18 W. Main st..... 2.00

Port Washington—Grape Vine Hotel..... 2.00

Richmond Borough—Dammer's Hotel, Bulls  
Head..... 1.50

Riverhead—Griffin House, Griffin ave..... 2.00

Saratoga Springs—Worden's Hotel, Broad-  
way and Division sts..... 2.00

Saugerties—Phoenix Hotel, Partition and  
Russell sts..... 2.00

Schenectady—The Edison, State and Wall  
sts..... 3.00 to 4.00

Sea Cliff—Plaza Park Hotel, 8th st. and  
Roslyn road..... 2.50

Tottenville—Excelsior Hotel, 36 Main st..... 1.50

Troy—Northern Hotel, 456 River st..... 1.50

West Sand Lake—Snyder's Hotel..... 1.50

White Plains—Carpenter House, 11 Court st..... 3.00

Wilson—Hotel Sutherland, Lake and Young  
sts..... 2.00

Wilton—Wilton House..... 2.00

ing straight on or turning off to Bath, and then via Moorestown to Wind Gap, by which the bad hills are avoided, although the distance is considerably increased. I consider it the best way to Water Gap or Stroudsburg, and much to be preferred if the ride is to be beyond the Water Gap, as the road from Stroudsburg is far better to Bushkill than from the Water Gap. If I can at any time render the committee, or L. A. W. members any assistance, I shall be pleased to do so. I may be found at the Eagle Hotel after business hours."

F. B. Robinson, local consul at LeRoy, N. Y., under date of April 22, proposes the following change in the route published in the April number, which he thinks will be appreciated by all who travel over it. He says:

"Leaving Mt. Morris, go to Caledonia, 5 miles, thence through LeRoy and Batavia to Lancaster, then follow the route laid out in the Magazine. By so doing there is a saving of at least eight miles; but that is not the only saving. The roads from Mt. Morris through to Warsaw and beyond are more or less hilly and sandy, while the road from Mt. Morris all the way through Caledonia, LeRoy and Batavia is generally as hard and smooth as a parlor floor, the limestone for which this section is noted throughout the continent almost being the chief material used in making the roads. Then, from Caledonia to LeRoy and Batavia there is an excellent cinder path. The hills of southern Livingston, Wyoming and southern Genesee counties are long and steep, and all these are avoided by taking the route I have suggested, where the country is rolling rather than hilly, but for the greater part is practically level. Taking all things into consideration, I venture to state that every wheelman who knows the country will coincide with me."

League members in general are invited to make any suggestions as to changes in routes which may be of benefit to exposition tourists.

GEORGE M. SCHELL,

Chairman L. A. W. Touring Committee.

## Maine Division

In March, 1899, and again in April, 1900, this division caused notices to be sent to every city and town in the state, calling attention to the guide board law. A very general compliance has been made, but there are important places yet to be marked. We have been patient, perhaps too much so, and have now decided to let slip the dogs of war in the shape of legal action against the delinquent towns. Every member of the division is respectfully requested to help by notifying the chief consul of any place where a guide board is needed. If your city or town has not complied with the law, let the chief consul know it. He will do the rest. Your name will not appear, if for any reason you do not wish to be known in the case. To the touring wheelman, the presence of guide boards are a great convenience, and frequently a necessity. Every town should be made to comply with the law. The last session of the legislature enacted a state aid highway law. It is not as ambitious in its provisions as the bills previously fathered by the Maine division, but it is on the books, and you should see that your city or town officials have their attention drawn to it.

Yours Truly,

C. W. SMALL, Chief Consul.

## Indiana Road Books

The Indiana Division has on hand several hundred copies of the latest Indiana road book, bound in leather and stamped in gold. It gives correct routes over all the roads of Indiana. Copies will be sent to any address at 25 cents each, so long as they last. Send orders to James A. Allison, secretary-treasurer, 121 West Georgia street, Indianapolis, Ind.

## Ohio Division

The following additional local consuls are hereby appointed:

Delaware—Robert Reed.

North Kingsville—F. B. Craytor.

Oberlin—L. P. Chapman.

CHAS. W. MEARS,

Cleveland, April 11, 1901.

Chief Consul.



### The League of American Wheelmen

Is an organization to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways by promoting in the public mind a sense of the utility, general economy, and desirability of high-class roads, and persuading legislators to make laws and provide money to create better highways. We have influenced, already, very much legislation, but our work is no more than begun. We need the influence and the contribution of every wheelman to further this work.

We protect our rights and promote our interests by influencing legislation favorable to wheelmen, and by opposing the same if prejudicial to our work.

In brief, we seek by co-operative endeavor to secure results not otherwise obtainable.

We invite every man of good character who rides a wheel to join us in prosecuting the good work we have undertaken.

Every full-paid member is entitled to the official organ, which is published monthly.

By co-operative endeavor, we publish road books, maps, hand books, etc. The work of collecting and compiling is done by our zealous members and thus we do the work at small expense and give our members the benefit.

Our Hotel system gives to members a discount at hotels when traveling.

Our Consul system provides a man in every town and city whose duty it is to assist touring members. Our spirit of fraternity unites wheelmen in a common brotherhood.

Our system of Repair Shops secures repairs to League members at reduced rates.

Our agitation and work in the legislatures of different states has given to wheelmen the free carriage of wheels as baggage on the railroads. Our work in this direction is incomplete. We have done much, but much remains.

Membership in the L. A. W. entitles one to receive a ticket of membership in the Cyclists' Touring Club of Great Britain. The C. T. C. has a very complete system of hotels, consuls, repair shops, etc., in Great Britain and on the Continent, and the use of these at reduced rates is at the command of ticket holders. Holders of the C. T. C. tickets can obtain free entry of their cycles into France, Germany, and other continental countries, but if they intend visiting Belgium, Switzerland, Italy or Austria, it is recommended that they become members of the C. T. C. The latter countries require that the ticket must contain photograph of the holder and the official stamp of the C. T. C., which must be applied at the London office. Great Britain has no customs duties on wheels.

We have an arrangement with the Canadian Government, whereby members of the L. A. W. may take wheels into Canada, for a period not to exceed three months, without a deposit of money for the duty. The L. A. W. personally guarantees the return of the wheel to America and thus stands behind the member. Non-members must deposit \$25. We supply, gratis to members, a ticket of membership in the Canadian Wheelmen's Association, which will secure hotel and consul privileges in Canada.

Our Touring department collects and distributes information regarding routes and tours, and its services are at the command of our members at all times.

If the L. A. W. should no longer be a wheelman in the United States but owes it his support for what it has done in the past.

It costs two dollars for the first year. One dollar for each year thereafter. These amounts include a yearly subscription to the official organ. If the paper is not desired, send 25 cents less in each case.

### Life Membership

The following members have taken out life memberships, under the rules made and provided for the same. The fee for life membership is \$10 and a life member is entitled to all privileges, national and divisional. We number life members in the order of application and they retain the old number as well. In the following table the life number is given first and is followed by the League number:

1-38329	Earle, Horatio, S., Detroit, Mich.
2-566	Pennell, Geo. C., New York, N. Y.
3-539	Howell, W. A., Rockville, Conn.
4-193	Bassett, Abbot, Newtonville, Mass.
5-	Reserved for treasurer.
6-4502	Hines, Edward N., Detroit, Mich.
7-15576	Sams, Conway W., Baltimore, Md.
8-6442	McCarthy, Geo. L., New York, N. Y.
9-26780	Hassan, Walter B., Jeffersonville, Ind.
10-19778	Case, Lyman P., Winsted, Conn.
11-76748	Smith, Wallace A., Bridgeport, Conn.
12-1228	Collins, Phillip S., Philadelphia, Pa.
13-642	Obermayer, C. J., Brooklyn, N. Y.
14-57	Hill, Edward F., Peekskill, N. Y.
15-86	Hasbrouck, Dudley C., Peekskill, N. Y.
16-19008	Linsley, Julius C., Oswego, N. Y.
17-673	Hope, E. W., Sherman, Tex.
18-7627	Hall, R. G., Jr., Sherman, Tex.
19-217	Heberhart, Wm. G., Madison, Ind.
20-18	Knight, Herbert W., Newark, N. J.
21-237	Belding, M. M., Jr., New York, N. Y.
22-98774	Nicol, J. D., Cincinnati, O.
23-3520	Chase, E. O., Newark, N. J.
24-32291	Grossman, Emil, Cleveland, O.
25-151374	Peavey, Frank A., Port Huron, Mich.
26-27357	Mead, S. Allen, Peekskill, N. Y.
27-57230	Palmer, Arthur H., Pasadena, So. Cal.
28-602	Pierce, Charles W., Brighton, Mass.
29-88	Bidwell, Geo. R., New York, N. Y.
30-3128	Gilbert, M. J., St. Louis, Mo.
31-5319	Pierron, Louis, Milwaukee, Wis.
32-137	Crawford, Newton G., Louisville, Ky.
33-6712	Short, Wm., Louisville, Ky.
34-58739	Piell, Cortlandt De P., Peekskill, N. Y.
35-26754	Hammond, O. H., Torrington, Conn.
36-Founder	Hill, Edward K., Worcester, Mass.
37-391	Sammond, Allen, Rockville, Conn.
38-141029	Smith, Dr. E. B., Detroit, Mich.
39-1407	Cooke, George L., Providence, R. I.
40-31	Ayers, Burley B., Chicago, Ill.
41-71779	Wells, Mrs. Libbie E., Norwich, Conn.
42-28966	Wells, Wm. A., Norwich, Conn.
43-9757	Thomas, E. Stanley, Fremont, O.
44-8412	Folger, Homer O., Waterford, N. Y.
45-2673	Vaux, Geo. Jr., Philadelphia, Pa.
46-573	Rail, J. E., Cedar Rapids, Ia.
47-46	Tucker, W. R., Philadelphia, Pa.
48-2829	Casey, Harry V., Baltimore, Md.
49-829	Metzger, Wm. E., Detroit, Mich.
50-4901	Lewis, Clarence McK., Baltimore, Md.
51-11131	Ward, A. P., Central City, Ia.
52-54	Veeder, Curtis H., Hartford, Conn.
53-265	Randall, W. W., Philadelphia, Pa.
54-1865	Piell, W. H., Green Bay, Wis.
55-22112	Mitchell, Richard H., New York, N. Y.
56-5124	Johnson, Prof. Elias N., Chester, Pa.
57-1102	Embre, Albert L., Stamford, Conn.
58-260	Simons, John F., Philadelphia, Pa.
59-1252	Verhoeff, W. L., Louisville, Ky.
60-5276	Wessells, Frank, Peekskill, N. Y.
61-4412	Strong, Dr. Cyrus J., New York, N. Y.
62-107702	Edbert, C. S., Brooklyn, N. Y.
63-26357	Horgan, D. E., Pittsburg, Pa.
64-6710	Amory, W. Austin, Chicago, Ill.
65-43945	Hodgson, Richard, Boston, Mass.
66-11892	Bowman, J. W., Williamsport, Pa.
67-132413	Watkins, Harold C., Ann Arbor, Mich.
68-63738	Critcher, Edw. Payson, New York, N. Y.
69-1473	Brooks, John W., Torrington, Conn.
70-618	Simmons, J. P., Philadelphia, Pa.
71-15162	Espenschied, Charles, St. Louis, Mo.
72-282	Post, David J., Hartford, Conn.
73-42733	Harrison, Noble W., Ogdensburg, N. Y.
74-73581	Knowlton, M. D., Rochester, N. Y.
75-30867	Andrews, Wm. H., Brooklyn, N. Y.
76-97083	Timmerman, John H., New York, N. Y.
77-2371	Greenburg, Geo. G., Chicago, Ill.
78-671	Burr, Charles E., Bordentown, N. J.
79-7109	Deacon, G. E., West Philadelphia, Pa.
80-152753	Potter, Jas. Tracy, No. Adams, Mass.

### SCHEDULE OF LIFE MEMBERS.

Connecticut.....	11	New Jersey.....	3
Illinois.....	2	New York.....	20
Indiana.....	2	Ohio.....	3
Iowa.....	2	Pennsylvania.....	10
Kentucky.....	3	Rhode Island.....	1
Maryland.....	3	So. California.....	1
Massachusetts.....	5	Texas.....	2
Michigan.....	6	Wisconsin.....	2
Missouri.....	2	Total.....	79

Don't ride "hands off" in public—to show you're an idiot.

Don't laugh at a novice; you were there yourself once.

### Maine Division

The following highway legislation has been secured in Maine:

#### CHAPTER 285.

AN ACT providing for State Roads and for the improvement thereof.

Section 1. Upon the request of the municipal officers of any town, the county commissioners of the county wherein said town is located, shall designate that highway running through said town which in their judgment is the main thoroughfare, and said highway shall be known as a state road.

Section 2. Towns establishing state roads as aforesaid may, on complying with the conditions hereinafter set forth receive from the state one-half of the amount actually expended in permanent improvement of said roads, not exceeding one hundred dollars per year; provided that no town shall receive such state aid unless its appropriation and expenditure for such road shall amount to at least one hundred dollars and shall have been exclusive of and in addition to the amount regularly raised in such town for highways and bridges; and provided also, that the amount so expended shall be used, before the first day of August in permanent improvement of a continuous portion of said road, and in a manner satisfactory to the county commissioners of the county wherein said road is located. Such aid shall be paid from the state treasury on and after the first day of January, upon certificate by the governor and council as provided by section three.

Section 3. Municipal officers of towns improving state roads under the foregoing provisions shall annually before the first day of September make return, under oath, to the county commissioners of their county of the amount appropriated and expended by their town in such permanent improvements, the amount of road improved, and the character of the work done. It shall be the duty of county commissioners to inspect the road so improved, and if they are satisfied that the provisions of the previous section have been complied with, they shall certify to the governor and council the sum which said town is entitled to receive from the state. Any town dissatisfied with their decision may appeal to the governor and council. The governor and council shall issue a certificate to the treasurer of the town for such amount as they adjudge such town entitled to receive from the state treasury.

Section 4. Towns desiring to take advantage of the provisions of this act, may, through their municipal officers make application therefor to the secretary of the state, and it shall be his duty to record such applications in the order in which they are received. If the appropriation provided by the state for that purpose is insufficient in any year to furnish aid to all the towns applying therefor they shall receive such aid in the order in which their applications were presented, providing the other conditions of this act have been complied with, and those towns whose claims cannot be paid in any year by reason of such lack of funds shall have the preference of all others in the succeeding years, and shall be the first to receive aid out of the appropriation for that year.

Section 5. No town which receives by special act or appropriation assistance from the state in the construction or repairs of its highways or bridges shall be entitled to the benefits of this act during the year in which such assistance is given.

Section 6. For the purpose of carrying out the provisions of this act the sum of fifteen thousand dollars is hereby appropriated for the year nineteen hundred and two.

Section 7. The word "town" in this act shall be construed as meaning cities, towns or organized plantations.

Section 8. Nothing herein contained shall be construed as changing the existing control of highways by counties or towns or as limiting or changing their liabilities therefor.

Section 9. This act shall take effect when approved. (Approved March 22.)

Freak bills directed against the rights of wheelmen have made their appearance in the Michigan legislature. As President Earle, of the L. A. W., is the senator from the Third district, their fate may be surmised.

### Selected Magazine List

We give a few quotations on magazines more commonly called for. We can supply any periodical published in America. Ask for quotations. Send all orders to Abbot Bassett, secretary L. A. W., 221 Columbus avenue, Boston.

	Reg.	Our
	Price.	Price.
Ainslee's Magazine, N. Y.	\$1.00	\$ .85
American Am. Photographer, N. Y.	2.00	1.60
American Gardening, N. Y.	1.50	1.00
American Machinist	4.00	3.70
Anthony's Photo Bulletin, N. Y.	2.00	1.75
Argosy, N. Y.	1.00	.90
Atlantic Monthly, Boston	4.00	3.00
Automobile Magazine, N. Y.	3.00	2.75
Bicycling World, N. Y.	2.00	1.70
Book Keeper, Detroit	1.00	.70
Bookman, N. Y.	2.00	1.75
Broadway, N. Y.	1.00	.90
Century Magazine, N. Y.	4.00	3.60
Camera, Philadelphia	1.00	.80
Camera and Dark Room, N. Y.	1.00	.80
Camera Notes, N. Y.	3.00	2.80
Cassell's Magazine, N. Y.	1.50	1.25
Cassell's Little Folks, N. Y.	1.50	1.25
Cosmopol. Mag., Irvington	1.00	.85
Critic, N. Y.	2.00	1.85
Current Literature	3.00	2.50
Cycle Age, Chicago	2.00	1.60
Cycling Gazette, Cleveland	1.00	.75
Cycling West, Denver	1.00	.60
Delineator, N. Y.	1.00	.95
Demorest's Fam. Mag., N. Y.	1.00	.85
Etude, Philadelphia	1.50	1.15
Etude, renewals		1.85
Every Month, N. Y.	1.00	.70
Every Where, Brooklyn	.50	.40
Forum, N. Y.	3.00	2.65
Good Housekeeping, Springfield, Mass.	1.00	.90
Good Housekeeping, renewals		1.95
Great Round World, N. Y., juvenile	2.00	1.70
Harper's Bazar, N. Y.	4.00	3.30
Harper's Magazine	4.00	3.30
Harper's Weekly	4.00	3.30
Inland Printer, Chicago	2.50	2.35
Judge, New York	5.00	4.10
Ledger Monthly, N. Y.	1.00	.85
Leslie's Monthly, N. Y.	1.00	.90
Leslie's Weekly, N. Y.	4.00	3.30
Life, New York	5.00	4.50
Lippincott's Magazine, Phila.	2.50	1.75
Literary Digest, N. Y.	3.00	2.50
Literary Digest, renewals	1.00	.90
Little Folks, Boston	1.00	1.05
Little Folks, renewals	1.00	.90
McClure's Magazine, N. Y.	2.75	2.25
Metropolitan, N. Y.	2.00	1.60
Motor Age, Chicago	1.00	.85
Motor Vehicle Review, Cleveland	1.00	.90
Munsey, N. Y.	3.00	2.30
Nation, New York	1.00	.80
National Magazine, Boston	3.00	2.50
New England, Mag., Boston	1.00	.85
Out Door Life, Denver	3.00	2.60
Outing, New York	3.00	2.85
Outlook, New York	1.00	.85
Overland Monthly, San Francisco	1.00	.90
Pathfinder, Wash., Current Topics	1.00	.95
Photo American, N. Y.	1.00	.80
Photo-Beacon, Chicago	1.00	.80
Photo-Era, Boston	1.50	1.10
Photo Miniature, N. Y.	2.50	2.00
Photo Miniature, renewals		2.55
Photo Times, N. Y.	2.00	1.60
Prof. and Am. Photo, Buffalo	1.00	.70
Popular Science Monthly, N. Y.	3.00	2.60
Public Opinion, N. Y.	2.50	2.10
Puck, New York	5.00	4.35
Puritan, N. Y.	1.00	.90
Quaker, New York	1.00	.90
Recreation, New York City	1.00	.60
Recreation, renewals		.85
Rudder, N. Y.	2.00	1.60
Scribner's Magazine, N. Y.	3.00	2.85
St. Nicholas, N. Y.	3.00	2.60
Strand, New York	1.20	1.15
Success, New York	1.00	.75
Town Topics, New York	4.00	3.50
Town Topics, renewals		3.75
Truth, New York	2.50	2.10
Vogue, New York	3.00	2.70
Wide World Magazine, New York	1.20	1.15
Wood Worker, Ind.	1.00	.70



The following periodicals we are allowed a discount on, but we are not permitted to advertise cut prices: Bassett's Scrap Book (\$1); Brochure Series (\$1); Collier's (\$5.20); Ladies' Home Journal (\$1); Masters in Art (\$1.50); Review of Reviews (\$2.50); Saturday Evening Post (\$1); Scientific American (\$3); Woman's Home Companion (\$1).

### Map Department

#### POCKET ROAD MAPS (in covers).

We are prepared to fill orders for the following maps at prices named. This includes postage. The touring season is now on and every cyclist should have maps:

	Price.
MAINE, coast of, eastern part.....	.25
Maine, coast of, western part.....	.25
Maine, Moosehead and Aroostook districts..	.50
Maine, Rangeley and Megantic districts.....	.25
Maine, Rangeley Lake and Megantic districts, very large.....	.50
Maine, Millinocket and Munsungan lakes.....	1.00
Maine, northern (for sportsmen and lumbermen).....	.25
Maine, Portland district.....	.25
NEW HAMPSHIRE, Central White Mount.....	.50
New Hampshire, northern part.....	.50
New Hampshire, southern part.....	.50
New Hampshire (Crawford's White Mount.....	.25
New Hampshire (Calvert's Lake Winnepesaukee).....	.25
New Hampshire, Sunapee Lake district.....	.25
New Hampshire, L. A. W.....	1.00
VERMONT, northern part.....	.50
Vermont, southern part.....	.50
Vermont, Woodstock and vicinity.....	.25
MASSACHUSETTS, cycling routes.....	.25
Berkshire Hills.....	.25
Boston Road Book, with map.....	.25
Boston district road map.....	.25
Boston and the country adjacent, large.....	1.00
Brockton district road map.....	.25
Cape Cod and vicinity.....	.25
Massachusetts Bay.....	.25
Massachusetts Atlas Plates, Nos. 1 to 27, each.....	.25
Middlesex county and the north shore.....	.25
New Bedford and vicinity.....	.25
Norfolk county and the south shore.....	.25
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New Jersey, south.....	.25
New England, cycling routes.....	.25

Send all orders to Abbot Bassett, secretary L. A. W., 221 Columbus avenue, Boston, Mass.

### Correspondence from Members

Editor L. A. W. Magazine: It appears in the April L. A. W. Magazine that your humble servant is secretary-treasurer of the Colorado division, when he is by accident chief consul of the state of New Jersey. For several years I have been desirous of visiting Colorado and have made two or three attempts to make the trip but up to the present time have not had the pleasure of visiting that state. It seems to me as though the managing editor or those having my phiz in charge have been sort of mind readers, and got hold of my desires instead of the locality where I reside. Will you please correct this matter at your convenience and accept

cepts thanks from your humble servant.—Harvey Fredell, New Brunswick, N. J.

Editor L. A. W. Magazine: I have been for several years a member of the L. A. W. (36383). I was much interested in the article on "Life Memberships," in your April number. I am also treasurer of the Alumni Association of my college. When we adopted the life membership plan about two years ago we had about five hundred members. Under our plan only the income from the fund is used for the purposes of the association, the principal being kept intact. We now have almost as many active members as we had two years ago and have one hundred and sixty-five life members, the income from the fund being about \$35 a year. Our annual dues are \$1 and the life membership fee \$10. We believe that the life membership idea will be eventually the salvation of our association, inasmuch as at the end five years we hope to have a life fund which will produce an income sufficient to support the association, leaving all annual dues to be used for such purposes as we may desire. Our experience has been very similar to that of other alumni associations, which have adopted this idea. We lose the dues of every active member who dies or resigns, but we will get the dues of every life member, although only half as large, forever and in the long run this will much more than repay us for the present loss of income. I shall take pleasure in becoming a life member at the expiration of my present year of membership, as I believe the move is a thoroughly good one. I have taken the liberty of writing to you, thinking that perhaps my experience in the matter may be of some assistance to you at this time. Yours truly, W. G. Reed, Washington, D. C.

Editor L. A. W. Magazine: Am very anxious to see that special road train of President Earle's and hope he will have it at Buffalo during the national meet in August next. I hope to be there and see the ten thousand visiting wheelmen, but you forget the Philadelphia meet of 1896, when you say that will be "a larger gathering of cyclists than has ever before met in any American city," for we had more than twice ten thousand here at that time. Hoping for a boom in the membership, I am yours, Chas. A. Conner, Philadelphia, Pa.

The life circular is the first news which I have had that any such move as the creation of a class of life members was contemplated. While I approve of the idea itself I trust that the funds so received will be set aside as an endowment and only the interest thereon used to meet current expenses, otherwise the prosperity which may result from this movement can surely only be temporary.

A word or two regarding the L. A. W. organization may not be out of place even if it does no further good than to acquaint you with the views of one of a certain class of members seldom heard from, and therefore but little noticed. To begin with I am not an enthusiastic wheelman, in fact I haven't ridden at all for the last three years and my only interest in the L. A. W. is a kind of potential interest in its legal work, its good roads work and its road map departments. For the social side I do not care at all and would not care to attend a meeting or convention if I could. I belong to no club and hence have never had any voice in L. A. W. affairs excepting to cast a ballot for men nominated by others. I am perfectly willing to contribute financially to aid those who are willing to direct the movement for better roads, printing of maps, etc., and will gladly exert what influence I may have with those in authority to bring these ends about. I am not in the subscription business, however, and don't see why we should always be pestered by being asked to bring others into the fold. On the other hand professional solicitors would, in my opinion, be the death of the organization, it would so cheapen and remove the dignity from membership. In my opinion, again, the proper thing to do is what every other kind of organization in like circumstances must do, namely, reorganize on the basis of whatever the membership may be without any inflation from prizes, etc., and then settle down to give that membership the best possible service. Find out from their representatives (selected in such a way as to really represent) what the members want in the way of service and then arrange the dues accordingly. If this policy is pursued

## BRISK SHOP TALK



The Hartford Rubber Works Company, of Hartford, Conn., is issuing a booklet of "Few Words; Many Truths," designed to acquaint bicycle riders of the country with the superior merits of the Hartford single tube tires. This little brochure is well calculated to excite interest, being attractively illustrated with many lithographed scenes in bright colors, and the text, written in a light, conversational style, free from the dry details of the usual trade catalogue, tells of the qualities that have made Hartford tires famous the country over.

The "old guard" of wheelmen—the riders who have always been in the van of the ranks—have kept pace with the evolution in cycling by riding the latest inventions and improvements in the bicycle line. After first riding the ordinary, they adopted the safety, then the chainless, the cushion frame, and the coaster-brake machines. One more big step now takes them into the ranks of

the motor bicycle riders, and instead of pedaling up hills they will hereafter coast. The E. R. Thomas Motor Company, of Buffalo, offers in its Auto-Bi the machine on which they can renew all the erstwhile enthusiasm of their first days of cycling, enjoying the fascination of speed with relief from labor.

The allopathic era of cycling has passed; riders now want their modern pastime sugar-coated—want to get all the charm of the recreation without its disagreeable features. This the Columbia sales department, Hartford, Conn., enables them to do through its offer of the chainless, cushion-frame, coaster-brake Columbia bicycles—models that typify ease, comfort and freedom from annoyance in cycling.

All the wealth in the world will not buy happiness, but a very little of it will buy a Rambler bevel-gear chainless bicycle, which, if regularly ridden, will give the owner, health, and health is the shortest road to happiness; ergo, \$99 buys happiness. Catalogues of the world famous Rambler bicycles can be secured by mailing a postal card with name and address of the sender to the Rambler sales department, New York or Chicago.

Every rider of a Cleveland bicycle is complacent in the consciousness that he or she has as superb a mount as the market affords and one that can be depended upon to carry him or her in safety and without giving trouble anywhere that a bicycle will go. Cleveland riders are relieved from the petty annoyances that in inferior makes have had not a little to do with robbing cycling of many of its exhilarating charms.

Not everybody can own a country residence but no one need deny himself or herself the delights of country scenery and the health-giving rural air when Hartford bicycles can be bought for \$35 and Vedettes for \$25. These machines are thoroughly well made and entirely reliable and can be depended upon to give their owners satisfactory service. Write for catalogue to the Columbia sales department, Hartford, Conn.

The popularity of chainless bicycles is constantly increasing and the practical road tests they have been given in the hands of riders

the membership will take care of itself. Members already in will of their own accord stay in as long as they retain any interest in the matter, and others will wish to join when their interests so dictate. Of course every effort should be made to make the work of renewing and joining easy and to properly advertise the advantages of membership, but that is a very different thing from running the organization for no other end apparently than to get more members. Let us run the L. A. W. for those who are in it rather than for those who are out, and the outsiders whom we really want will soon come in of their own accord.

Now as to L. A. W. organization itself. Being a civil engineer I am moved from place to place a good deal so that the defects which strike me may not seem like defects to another. In contradiction to your published views I am a firm believer in a strong central organization. For a person moving from place to place, the local bodies are a source of trouble and annoyance. We are not all so enthusiastic as to wish to inform a dozen places of every change of address, and the result is that you are soon lost and have no voice or interest in the organization. The advantage of local workers and representatives to look after local matters is unquestioned, and will do more than anything else to arouse interest and secure members; but this idea must not be confused with that of having members belong to local organizations, which is a very different thing, and in my opinion, undesirable. It would make the L. A. W. a federation of local bodies, when it is now a federation of states with clubs for a unit. The state plan is bad enough, but the local body would be worse. Why not unite the entire organization into a solid central body, with a head to whom all state consuls would report, and these in turn would control the local consuls. At headquarters have departments of good roads, legal, etc., and let them organize and carry out the local work through local experts under the direct authority of the state consul, who would be held responsible for everything in his state? It would seem as though an organization on these lines would give the right combination of strong central control to secure uniformity of effort or equal rights to members throughout the country, as well as the ability to expend money and effort, when desirable, on strictly local improvements. As to the merits of the present system, I might say that in the nine years during which I have been a member of the L. A. W., residing during that time chiefly in New York and Ohio, that I have never yet met or heard of a single local consul or other representative, and excepting in New York, have never received a communication of any kind which did not request active recruiting. In New York I received a good road book and several times was asked to write local representatives, which I at once did, but that is the limit of what connection I have ever had with any side of the L. A. W. not concerned with the solicitation of new members. The Touring Club, of France, is, in my opinion, an excellent model on which we might model, not only our method of work, but a publication as well. Please pardon the length of this letter, but my interest in our organization as well as the difficulty of presenting views to the proper authorities must be my excuse.

Yours Truly, C. LEWIS.

Baltimore, Md.

A splendid argument for farmers to join the L. A. W. or any good roads association, was very plainly set before me while reading an article in a newspaper a few days ago. It said that "the post office department is giving indirect help toward the maintenance of good roads by refusing to extend free general delivery of mail matter to sections where bad roads offer an impediment." What an object lesson for anyone living in the country with bad roads, to visit one who has good roads around him, and who, among many other advantages, gets his mail delivered.

Moral: "In numbers there is strength; join the L. A. W., thus increasing our numbers and influence." As any one in favor of good roads legislation can join do not wait to learn to ride a wheel, but join now.

Philadelphia, Pa. L. A. W. 39718.

A bicycle in use is worth two in the basement.



## The Finest Golf Goods Made



Are turned out of the HUNT factory at  
WESTBORO, MASS.

FOR EXAMPLE:

### A Special Metal Which Does Not Rust

is used in the manufacture of all our HUNT metal club heads.

### THE LONGEST DRIVERS MADE

In the Nicholls Special Socket Drivers the spring of the shaft is located very near the head, a form of construction which aids in long driving. In making the joint the grain of the wood is not broken. Nor are there large spaces to be filled with excess glue.

### FINELY FINISHED SHAFTS

The shafts of all our clubs, both metal and wood, are made from selected second growth hickory. For finish they outrank anything now on the market.

### CADDY BAGS AND GOLF BALLS

The best of leather and design in the one; seasoned and unadulterated imported gutta-percha in the other.

If you want a cheap ball don't buy the Nicholls. It costs \$4 a dozen. Old balls of standard makes taken in exchange or purchased for cash.

*Write for catalog illustrating the finest golf goods made.*

HUNT FACTORY, Westboro, Mass.

during a number of seasons' use have served to entirely dissipate any skepticism that existed when they were introduced about four years ago. All objection upon the score of heaviness or clumsiness of appearance is overcome in those bevel geared chainless machines of the center drive type, of which the Spalding was the original. Spalding construction and quality maintain the world-wide reputation of their name.

No would-be owner of a motor bicycle need hesitate to buy a Mitchell because of a lurking suspicion that it will be difficult to learn to operate and control. There are but few points to learn and the machine is guaranteed to go and to be durable. The motor, which is made by the Wisconsin Wheel Works, of Racine Junction, Wis., for its own bicycles, is unusually powerful and will drive the machine through sand, up hills and against head winds without any assistance from the rider; and on the level it will develop all the speed that the courage of the average rider is equal to. The frame is of extra heavy tubing and is reinforced where essential to safety.

You don't have to become a chronic kicker if you use the New Departure coaster-brake, for it doesn't get set so hard that vigorous kicking is necessary to free it again. It just automatically frees itself when the back pressure on the pedals is released. F. B. Catlin, of Winsted, Conn., is making an offer in the pages of this issue that readers will do well not to overlook. It comprises a complete rear wheel built up with New Departure brake and ready to fit a tire onto and insert in the frame; it saves the expense of having a coaster-brake fitted to the old wheel and you are not deprived of the use of your machine for a week or two.

The tourist, the business man and the physician can all derive enjoyment and profit by using the Autourette motor tricycle fully illustrated and described in the booklet "E-A." issued by the Automobile department of the American Bicycle Company, Park Row building, New York. It costs less than quarter of a cent per hour to run it and it is always ready for immediate use, in thoroughly practical and eas-

ily handled. It has been enthusiastically received throughout the country wherever samples have been shown.

L. A. W. members are offered in this issue of the Magazine a fine chance to get for one-quarter of their value a pair of Velox pedals, made by the Velox Machine Works, of Elyria, O. These pedals are of a quality and refinement of appearance that will go a long way toward enhancing the elegance of the highest grade bicycle in the market.

Not enough riders know the sweet running qualities of a bicycle fitted with roller chain; once tried, however, the Morse twin roller chain, made by the Morse Chain Company, of Trumansburg, N. Y., will never be abandoned. The roller blocks not only make the machine drive with less friction, but entirely overcome the tendency of the chain to crack and grind, the rollers automatically freeing themselves from mud and dust. Moreover, the roller chain seldom needs lubrication.

Riders of low frames and long cranks will find the Superior flexible and adjustable leather toeclip, jobbed by the G. W. Cole Company, 141 Broadway, New York, and retailed by all dealers, a great boon, as it cannot strike the ground. It is attached on the inside of the footplate and cannot cause annoyance by turning on the pedal. It relieves the toes from pressure and does not scratch the shoe.

There is health in every mile ridden on Featherstone bicycles this season, for the Featherstone machines for 1901 are of that easy running quality that affords all the delights of cycling without undue exertion, and benefits by the gentle exercise even the most delicate feminine riders. They are sold by the Featherstone sales department, Chicago.

Monarch bicycles this year are the best Monarchs ever built. They have been brought thoroughly up to date, and are made of the best materials and embody superior workmanship. The 1901 models are enameled in royal purple, signifying the noble position they occupy among their kind. The catalogue of the Monarch sales department, Chicago, tells all about their one-piece, detachable cranks and other features.

The E. P. Blake Company, 57 Sudbury street, Boston, Mass., makes in this issue an unusually attractive offering to L. A. W. members on coaster-brakes and tires, standard makes being listed at considerably less than the wholesale price. The 20th Century bicycle is still another of the company's trade winners.

Bicycle and vehicle lamps are not a side line with the Badger Brass Manufacturing Company, of Kenosha, Wis., as is often the case with other makes. This company's splendid factory was built expressly for the manufacture of Solar lamps, a fact that cyclists will do well to consider when the question of buying a lamp comes up for their consideration. A lamp made by a lamp maker is likely to be right.

Three days' trial of a spring seat post without charge is the offer made in this issue by Jos. N. Smith & Co., Detroit, Mich., whose two-roller post has won fame and favor wherever it has been used. Unless, after three days' trial, the post suits you and you want to purchase it, the post may be returned to the makers.

New models of the 20th Century lamp are up to date. They are not 1900 styles under new labels, but improved designs, intended to produce better results than their predecessors. The 20th Century Manufacturing Company's name on any product is a guarantee that the article is warranted to give satisfaction.

### Who Invented the Safety?

Who invented the bicycle?

George Shergold, of Gloucester, claims that he is the inventor and that his original machine, now on exhibition at the office of the Gloucester Cycle Company, was used in 1876 and fitted with rubber tires in 1877.

But doubt has arisen as to whether Mr. Shergold did make the first safety bicycle, and his claims are contested by two other inventors. One is Harry Bate, of 38 Ashburnham road, Southend, who in a letter to the London Daily Mail signs himself "Inventor of the Flying Dutchman patent rear-driving, gear wheel, multiple action, safety bicycle."

"I took out the patent for my machine," he writes, "in October, 1876, and rode it continually through the streets of Clapham and Croydon in 1877, 1878, 1879 and 1880. How is it if there was another safety bicycle in existence before then that nobody heard of it in London or anywhere else except Gloucester?"

Mr. Bate maintains that the supporters of Shergold's claim can give no evidence that the Gloucester safety bicycle was the first built. "They say it was made in May 1876, five months before I patented my machine and described the present bicycle in every detail, but the only evidence they produce is an invoice for the tires bought in 1877."

The second claimant is S. Johnson, of 8 Barclay road, Fulham, S. W., who goes one better than either Shergold or Bate by asserting that he invented a safety bicycle in 1870.

"Mr. Shergold," he writes, "has no claim whatever. I claim to be the original inventor of the safety bicycle, both for England and America. In 1870, I took the first medal given in England for a safety, and without any opposition. I also won a medal in America in 1871.

"I was robbed of my English patent, but sold my American rights to Pope & Company, Boston, U. S. A.

"I may mention that it was because Mr. Balfour once said at a cyclists' banquet that the inventor of the safety bicycle ought to be

# COMFORT with SPEED is the CUSHION FRAME

Motto.

The CUSHION FRAME is positively the greatest bicycle invention since the advent of the pneumatic tire. It practically increases the resiliency of the tire four fold WITH-OUT IN THE LEAST DETRACTING from the SPEED or POWER of the wheel [as compared with the so-called rigid frame.] The most enthusiastic converts to the Cushion Frame are the old-time, speedy "get there" riders who at first "scoffed" the idea of COMFORT being combined with "speed and power" in a bicycle.



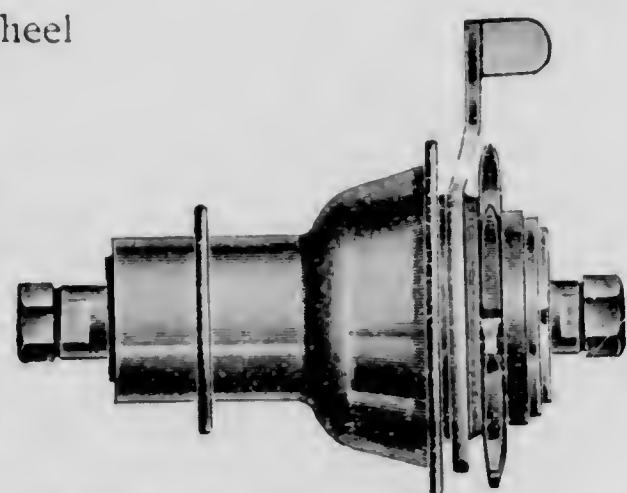
"Ride for the pleasure of riding, for the blessing of health and give heed to the beauty of nature around you."

This is only possible when your wheel is fitted with the



OVER  
150,000 IN  
USE.

## MORROW COASTER BRAKE



Can you imagine anything pleasanter than a spin into the country?

When your wheel is fitted with the **MORROW COASTER BRAKE**, you can ride and rest without getting off your wheel. A simple back pressure on your pedals does it and you are hardly aware of it.

No wonder thousands of old time cyclists have come back into the fold of enthusiastic riders. Send for our very interesting booklet on cycling.

The pioneer and largest exclusive coaster brake makers in the world.

**THE ECLIPSE MFG. COMPANY**

P. O. Box 100.

... ELMIRA, N. Y.



## Robinson's Bath Cabinet

Cures Disease Without Medicine

A positive cure for Rheumatism, Blood, Liver, Kidney and Skin diseases. No disease can resist the power of heat. A boon to cyclists after hard rides. Prevents sore muscles and stiff joints.

A Turkish Bath at Home for 2 Cents

30 Days' Trial FREE

If no ground as represented money refunded.

\$2.00 Book Free to Patrons, contains full instructions for curing disease, written by prominent physicians. Please send for Our Book and Special Offer to L. A. W. Members. Agents Wanted.

\$75 to \$200 monthly can be made. Write us at once for special Agent's 1901 proposition. Exclusive rights given. Do not delay.

**ROBINSON THERMAL BATH CO.**  
686 Jefferson St., Toledo, Ohio.

found and a substantial testimonial raised for him that so many claimants have come forward."

Curiously enough, Mr. Johnson, in further support of his claim incloses the copy of a letter, dated December 20, 1899, and signed "H. Bate," in which the writer says that after visiting the patent office to look over the records he "yields up the inventorship of the present-day safety to S. Johnson, of Fulham."

The League of American Wheelmen had to pay the duty on thirty wheels taken into Canada last year and which were not returned under the agreement between the L. A. W. and the Canadian Customs.

There is no hill without its compensating decline.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

## DO YOU WANT A COASTER BRAKE?

WHY NOT PUT A **C-C** ON YOUR OLD HUB?

If your dealer cannot supply you, send your sprocket and lock-nut with \$4.00 and we will send you coaster brake to fit your hub. All charges prepaid and satisfaction guaranteed. Booklet Free. **CANFIELD BRAKE CO., Corning, N. Y.**

*Cycling Gazette*

\$1 A YEAR—and well worth it.

Publication Office - CLEVELAND, OHIO.  
Sample copy, 2c stamp.



## STANDARD OF THE WORLD

"Cycling, by taking the city dweller out into the broad views of the country, gives that rest which brings strength and hardihood together."

Riders of Columbia Bevel-Gear Chainless Bicycles equipped with the Columbia Cushion Frame and the Columbia Tire or Hub Coaster Brake, cover many miles with less exertion than was formerly required to travel a few. We provide similar equipment for Columbia chain wheels. The additional cost is slight; the gain to the rider large.

Complete descriptions in our 1901 Catalogue.

**COLUMBIA SALES DEPT., Hartford, Conn.**

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



## The Evolution of the Wheel

Velocipede == Bicycle == Motorcycle

AND THE....

LATEST AND  
BEST IS THE

# AUTO=BI



The Old Guard always stays in front and it, too, has evolved. Used to pedal up hill; now coasts.

All the pleasure of cycling, with relief from labor, and the fascination of speed.

Every president of every cycling club should set the pace.

And we have something interesting for every L. A. W. member.

Write for descriptive matter to the leader in the line.

### E. R. Thomas Motor Co.,

BUFFALO, N. Y.

*You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.*

HEALTH WILL GAIN WHAT WEALTH  
CANNOT BUY

## HAPPINESS

Cycling, being a pleasant, comfortable exercise, is the greatest known health promoter, just as popular



are the greatest favorites among discriminating wheel judges. Men's and women's

## RAMBLER

BEVEL-GEAR

## CHAINLESS BICYCLES

**\$60**

have all the well-known distinctive features which have made \$40 Ramblers famous the world over; also new improvements which are sure to become very popular.

RAMBLER ROADSTERS \$40 and \$35

RAMBLER 20-lb. RACER . . . \$50

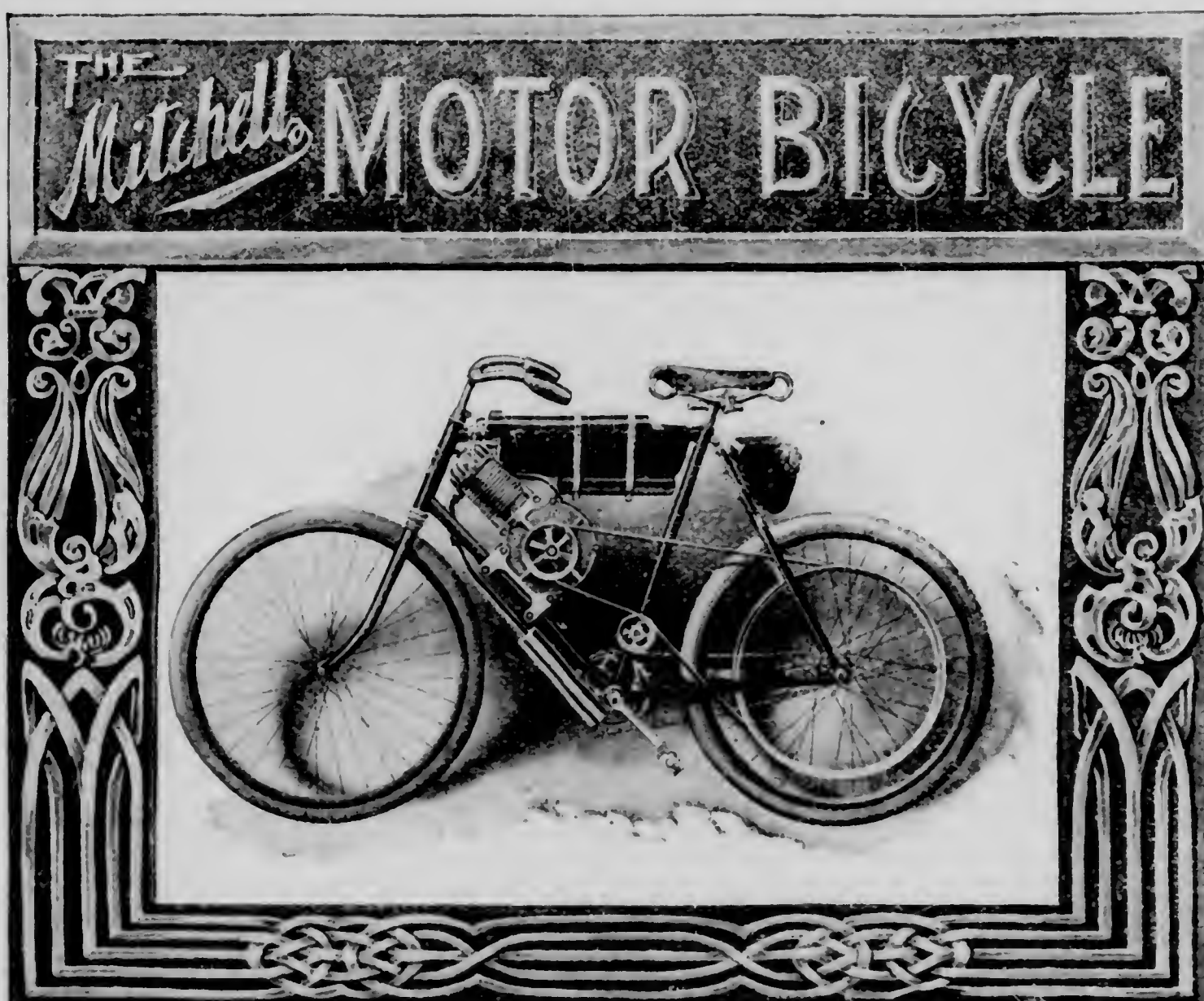
See 1901 Ramblers at any Rambler agency before deciding. Catalog free.

RAMBLER SALES DEPARTMENT

CHICAGO NEW YORK

*You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.*





## ...Points For Your Consideration

- SIMPLE** — Easily understood and operated by the novice.
- POWERFUL** — Sand, hills and head winds taken without the rider's assistance.
- SPEED** — All the courage of the rider, the condition of the roads or the law will permit.
- MOTOR** — Our own make, of sufficient horse power and speed to satisfy 999 riders out of the 1000.
- FRAME** — Extra heavy tubing, reinforced where necessary.
- Guarantee** — The strongest and most liberal given by any makers in the land. It means something.
- Good Agents** — Should get in line for our Agency. We are making good our promise to make it the most valuable one in the country.

For more Information address,

**Wisconsin Wheel Works,**

GENERAL AGENTS—  
Jno. Stafford, Hamilton, Ont.  
Howell & Meehan, 67 Broad St., Boston, Mass.  
Manufacturers' Trading Co., Memphis, Tenn.

BOX 3, Racine Junction, Wis.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



**O**F all the agencies which human ingenuity has yet devised for the amusement and benefit of mankind, there is none so practical, so fascinating, as the BICYCLE.

## CLEVELAND BICYCLES

represent the highest type of bicycles. Our catalog details are interesting reading—free of Cleveland dealers everywhere or by mail.

**CLEVELAND SALES DEPARTMENT**  
WESTFIELD, MASS.

Western Branch: Blackhawk Street and Cherry Avenue, Chicago



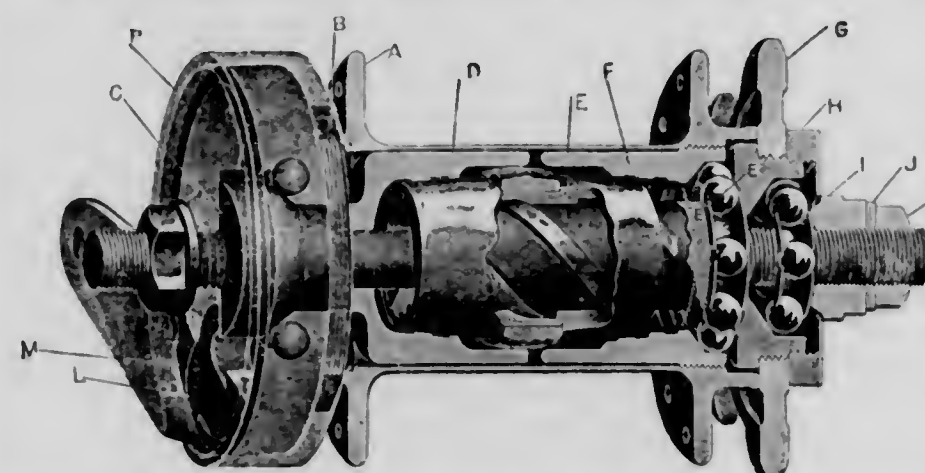
You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



## START THE SEASON RIGHT

Whether you are going to buy a new wheel or use your old one, have it fitted with a **CORBIN** New Departure Coaster Brake. There is much pleasure in going up or down hill when you know how much you can depend on your brake. On level roads, your distance is cut by half — if your wheel is fitted with :

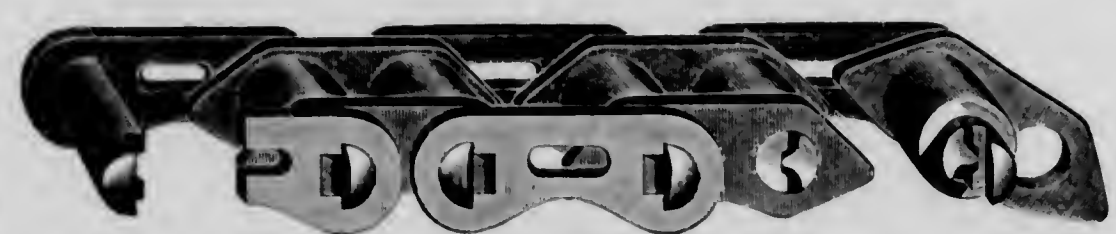
## CORBIN'S NEW DEPARTURE COASTER - BRAKE



IT IS THE STRONGEST, MOST POSITIVE AND SAFEST BRAKE MADE AND IS SOLD BY EVERY DEALER AND FITTED BY ALL MANUFACTURERS. SEND FOR DESCRIPTIVE CIRCULAR OF OUR PRODUCTS :

**P. & F. CORBIN, NEW BRITAIN, CONN.**

By the way, Ramsay Swinging Pedals are the best to use with Coaster Brake wheels.



THE **MORSE**

## TWIN Roller CHAIN

is the only one that will run easily and noiselessly in mud or dust. This is very important, and cyclists who have been annoyed by squeaky and hard running chains should not delay another day without making an effort to replace their old chain with a **MORSE**. If your dealer cannot furnish it, we will fill your order direct. It fits standard 1-inch pitch sprockets made in 1-8, 3-16 or 1-4-inch widths.

**PRICE**, per foot, full nickel plated, **75c.** Couplings, **10c** each.

**MORSE CHAIN COMPANY,**  
TRUMANSBURG, N. Y.

**This Swinging Link**

illustrates a model 45 inches long which makes an excellent demonstrator for dealers and repairmen of the easy running qualities of the **MORSE CHAIN** over any other chain. It is ornamental and sure to attract favorable attention from all cyclists.

WRITE US ABOUT IT

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



# MONARCH BICYCLES

1901 MONARCH BICYCLES  
ARE THE BEST WE  
HAVE EVER BUILT

*"Fit  
for a  
King"*

The distinctive Royal Purple finish, the new frame lines, the new one-piece detachable crank, all help to make the Monarch the King of Bicycles.

Send for illustrated catalogue

**MONARCH SALES DEPARTMENT**

20 Warren St., - NEW YORK.  
52 N. Halsted St., - CHICAGO.  
411 Market St., - San Francisco.

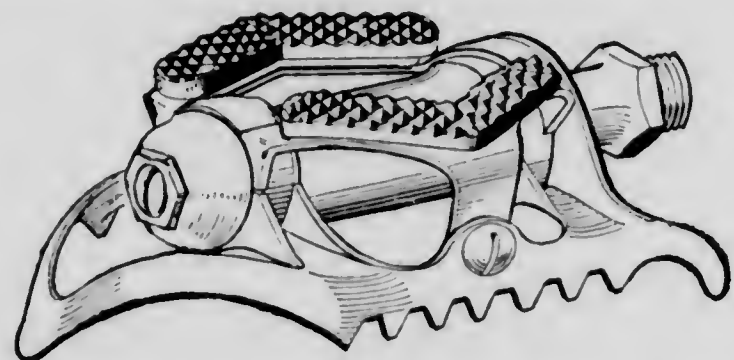
You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



## HIGH GRADE RIDERS!

**Y**OU undoubtedly know that manufacturers will not put high-priced pedals on their wheels if you are satisfied with what they give you. Every manufacturer knows that.

# VELOX



PEDALS are the highest grade. They spin longest—ride easiest—give more genuine satisfaction than any other pedals made. The retail price is \$4.00; but in order to have L. A. W. members use them—which would be worth a great deal to us as an advertisement—we will send a pair for \$1.00. Send your order at once or the opportunity will slip by.

THE VELOX MACHINE WORKS, Elyria, Ohio.

THERE ARE GOOD REASONS  
FOR THE ALMOST  
UNIVERSAL  
USE OF

## SOLAR LAMPS

FIRST — because they are made of best material in a factory built expressly for the purpose of manufacturing bicycle and vehicle lamps.

SECOND—because the vital principle of their construction, the water feed wick, is patented and cannot be used by other lamp makers.

THIRD — because we stand back of them with a broad, generous guarantee.

FOURTH and greatest reason — because they always satisfy.

The Badger Brass Mfg. Co.,  
KENOSHA, WIS.



WHOO? EVERYBODY  
USES  
SOLAR LAMPS.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

## FEATHERSTONE BICYCLES



### The Companionship of Cycling

is one of its pleasantest features, diverting the mind from thoughts of worry and cares. MEDICAL AUTHORITIES state that:

"DELICATE GIRLS AND WOMEN ARE MUCH  
BENEFITED BY WHEELING"

"THERE'S HEALTH IN EVERY MILE OF CYCLING"

Our catalog tells especially of FEATHERSTONE BICYCLES, the ideal women's wheels, \$60 to \$25. Sent free on request. Featherstone dealers everywhere.

FEATHERSTONE  
SALES DEPARTMENT  
EASTERN BRANCH  
NEW YORK

CHICAGO

PACIFIC COAST BRANCH  
SAN FRANCISCO

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.





THE  
Flying Mile Stone  
suggests the speed of  
**SPALDING**  
BICYCLES.

1901 Spalding  
Bevel Gear Chainless  
(original center drive)  
\$75. 1901 Spalding  
Chain Wheels, \$50.

SEND FOR CATALOGUE.  
COLUMBIA SALES DEPT.,  
HARTFORD, CONN.

## The Photographers' League

Incorporated under New York state laws. Members receive free illustrated monthly magazine. Circulating library of standard photographic text books, these being mailed to members on mere payment of postage. Wholesale prices on all supplies. The League markets its own rapid Dry Plates, Gas-light Paper, Platinum Paper, Printing-out Paper, Developers, etc. Shipments made everywhere. Information Bureau, Sale and Exchange, Print Exchange. Weekly demonstrations. Numbered ticket mailed to members. Sample copy of Bulletin and League Prospectus on application. Unrivalled facilities for photographers. Total annual dues \$1.00.

BOSTON BRANCH: 217 Dudley Street.  
HEADQUARTERS, 320 Broadway, N. Y.

## THERE'S REAL COMFORT IN THE REEVES Ideal Spring Seat Post.

It relieves all jolts and jars, and converts any Bicycle, new or old, into a Cushion Frame. Fits any wheel. Sent prepaid to any address on receipt of \$1.75. Money back after three days' trial if you want it. Send size of present post.  
D. E. ORVIS & CO., 71 E. Genesee St. Buffalo, N. Y.  
Reference, Buffalo Commercial Bank.

## A SOLE CLIP Better than a Toe Clip

Does not mar top of shoe, pinch the foot, catch ladies' dresses, or strike the ground on low drop frames. Easily applied, foot readily detached, absolutely rigid. When ordering send size of shoe. Send stamp for descriptive circulars of bicycle specialties and novelties.

JOHN C. WALL, 930 Bowling Green Bldg., New York.



## DEAR BICYCLISTS—

Please buy a New Lamp this season because it's good for the business, and besides, the NEW MODELS are such improvements over the old ones that the satisfaction you will derive fully warrants the small outlay.

Yours truly,  
20th CENTURY MFG. CO.

20th CENTURY — 1901 MODELS — OIL AND GAS  
BICYCLE, CARRIAGE AND AUTOMOBILE  
HEAD-LIGHTS.

## MORROW BRAKES:

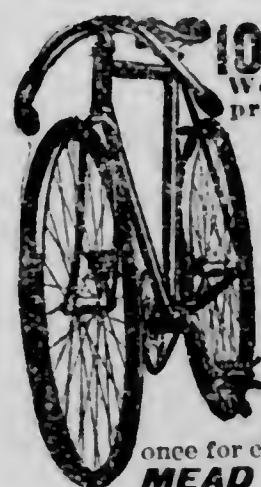
Morrow or New Departure Brakes, complete wheel, ready for tire, \$4.75. Climax Brake, equal to any brake, made, complete wheel, ready for tire, \$3.98.

## TIRES:

Dunlop, 1901, any size, per pair	\$7.75
G & J, any size, per pair	6.95
Hartford No. 80, per pair	6.37
Hartford No. 77, per pair	5.97
Chase Tough Tread, per pair	4.75
Diamond 400, per pair	4.50
Diamond Double Tube, per pair	3.75

Send for catalogue of our 20th Century Bicycle with guaranteed tires, for \$17.75, as good as any \$25.00 wheel made. The above prices are the lowest ever quoted in the United States. As to our reliability we refer you to R. G. Dun, Bradstreet or Faneuil Hall National Bank. Postoffice or express money order only accepted.

E. P. BLAKE CO.,  
57 Sudbury Street, BOSTON, MASS.



## 10 DAYS FREE TRIAL

We ship our wheels anywhere on approval without a cent deposit and allow 10 days free trial. You take absolutely no risk in ordering from us.

1901 MODELS \$10 to \$18  
best makes  
1901 MODELS \$7 to \$12  
high grade

1000 SECOND HAND WHEELS,  
all makes and models, good as new,  
\$8 to \$12. Great factory cleaning sale  
at half factory cost.

AGENTS WANTED in every town. We furnish wheel and catalogs to distribute. You can make \$10 to \$50 a week as our Agent. Write at once for catalogs and our Special Offer.

MEAD CYCLE CO. Dept. 121 M Chicago.

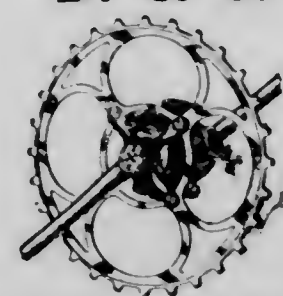
## THE ESMOND SADDLE AND PENSILE FRAME

The latest and best invention for absorbing VIBRATION and increasing POWER, especially in HILL CLIMBING. Attached to a rigid frame. Keeps the frame rigid. No "cushions" or "spring-seat-posts" needed.

Many L. A. W. members have taken advantage of our free trial offer. We would like to hear from the rest.

Esmond Cycle Saddle Co., 80 Wall St., New York.

## "D. & J." HANGERS

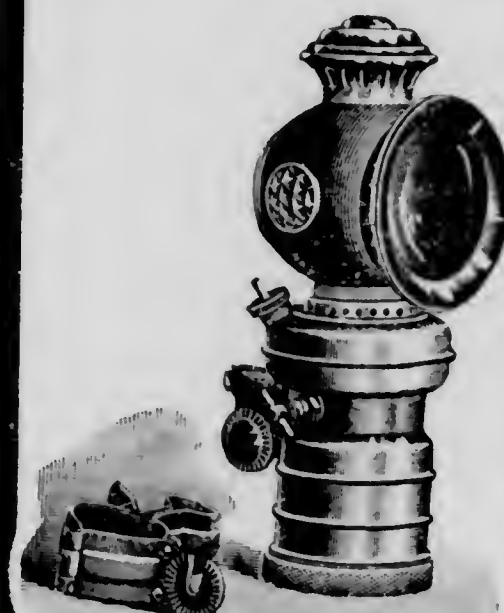


Mechanically Correct and Accurately Ground. Gives a PERFECT Ball Bearing all the way round. Lightest, Simplest, Nearest Dust Proof, and Easiest Running Hanger in the World.

Range, Toronto, 11-2nd, Good  
Bicycle Co. Hanger Co. made in U.S.A.  
PARK CITY MFG. CO. Inc.  
R. W. Cor. Jackson and Clinton Sts., Chicago, Ill.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

## WHEN YOU SEE



...THE...

## BUNDY

on a Gas lamp it represents

**\$2.00**

As much value in any other lamp costs \$3.00.

We  
Pay  
**\$40.00**  
for  
this  
Space  
to show  
YOU  
how  
to save  
**\$1.00**

Every lamp made in our factory carries our reputation and guarantee.

THOUSANDS IN USE.  
Profit by Others' Experience.

## DR. BURNETT WRITES:

"I have had a BUNDY for eighteen months in daily use [duty calling any and all times of day and night] without trouble of any kind and the light never grew dim or failed."

BURNS COMMERCIAL 1/2 IN. CARBIDE.

INSIST ON SEEING THE  
1901 BUNDY.

**Bundy Lamp and Light Co.,**

ELMIRA, N. Y.



## Here He Goes THE KING OF KICKERS

with him. WHAT'S IT FOR? Well this fellow has one of those coaster hubs and brakes that set and get stuck when you apply the brake, dismount, or roll the wheel backward. It is often a hard kicking job to free the thing afterwards. This man takes with him one that is able to kick hard. He would attract attention. So did the fellow who got his brake stuck so he had to bring his wheel to our shop on his back to get it free again. This happened in our town. It has happened in other towns. Some riders are kicking their pedals every day to free their rear wheel. Don't be foolish. Don't be bothered this way. Buy a New Departure coaster hub and brake of us and you will have no kicking to do. Our advertised price is \$5.00 for a built up wheel ready to fit tire to and set in frame. We true our wheel, crate it and deliver to you in good condition. No repairer needed to fit it. We also make you a proposition that will interest you. Better write us before you buy. We have seen wheels about half trued, crated with nails driven through rim, etc. We believe "what is worth doing is worth doing well" and is worth a fair price. We sell the line of goods we believe in. We satisfy our customers. Quality considered we know our prices are inside. This is not the place to quote agent's prices. If you can do business for us we will tell you something interesting if you will write. Send in your order for coaster hub. We ship all over the country. Let us know width of chain, number of teeth in sprocket and size of tire you ride. Get your coaster now. Get the New Departure. We use good, heavy spokes and our wheels stand up. We investigated to find a good one. We have it. We sell the other makes if you want them. Write today.

Agents wanted for our Captor Bicycle. You can sell it for \$25 and live. Good reliable cyclometer, 50c. When you want anything in the cycle line write us. We mean business. This is the place.

**F. B. CATLIN,**  
WINSTED, CONN.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



**A Country House**  
 • may not be yours, but a very moderate outlay for a **Hartford** or a **Vedette Bicycle** will bring country life and rural scenes within your easy reach.

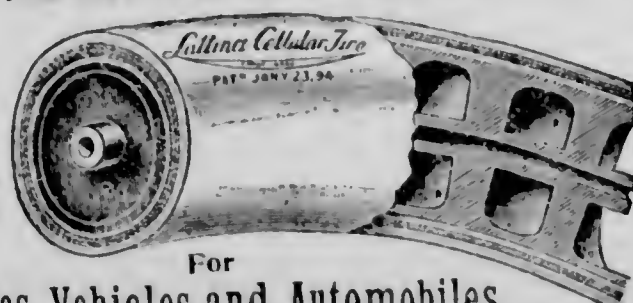
**HARTFORD BICYCLES \$35**  
**Vedette Bicycles \$25**  
 Tire or Hub Coaster Brake, \$5 extra  
 Complete descriptions in our artistic 1901 catalog.

**COLUMBIA SALES DEPARTMENT**  
**Hartford, Conn.**



**"ENDS ALL TIRE TROUBLES"**  
 THE LATTINA CELLULAR TIRE

THE  
 REAL  
 THING




For  
**Bicycles, Vehicles and Automobiles**  
 Cannot be punctured, needs no inflating. Elastic and most durable tire made. Smaller than pneumatic, lighter than solid. No valves. Always ready. This is the only tire which assures absolute freedom from puncture troubles.

THE RUBBER TIRE CO., 1215 Market St., Phila., Pa.

**The BERKEY SPRING SEAT POST**

**DOUBLES the PLEASURE of CYCLING** by preventing all vibration, jar and jolt, making Rough Roads and Pavements seem as Macadam. FITS ANY BICYCLE, New or Old. Ask your dealer or send \$2. We will forward "THE BERKEY," express prepaid. If not satisfactory return at our expense and get your Money Back. BOOKLET FREE. CAUTION—Give your weight, also size of rigid post, when ordering.

**BERKEY SPRING SEAT POST CO.**  
 STATION B. GRAND RAPIDS, MICH.



**\$1.00**



— will now buy the famous **Bernasco Saddle**, which a year ago sold at \$3.50 and was worth it.

We are one of the largest saddlery hardware concerns in the country and are too busy to continue in the bicycle saddle business.

**Our Loss, Your Gain**

Act quickly, or the opportunity to possess this remarkable bargain will be lost.

**WM. B. RILEY & CO.**

324-6 MARKET ST.,

PHILADELPHIA, PA.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

**The Superior Toe Clip**

The Superior Toe Clip is our flexible and adjustable leather toe clip.

It's simple and durable. It is attached on the inside of pedal plate which prevents the clip from turning on the pedal.



**COLE'S Flexible and Adjustable Leather Toe Clip**

is built for long cranks and low frames. It cannot strike the ground. There is no pressure on the toes and no scratching of the shoes. All dealers sell them, or we will send a pair direct on receipt of 30 cents in stamps.

**G. W. COLE COMPANY**

141 Broadway, NEW YORK CITY.

Makers of *3 in One*

**Fox**

Type-  
 Writers

HAVE

Automatic Escapements — Non-Tilting Carriage—Short Finger Depression — Adjustable Type Bar Hanger — Speed and Durability.

The  
**Fox**  
 Copy  
 Holder



PRICE,  
 PREPAID,  
**\$2.00**

Ten Days'  
 Trial Free

If you do not realize its usefulness, write us, and we will send you one free for ten days' trial.

**FOX TYPEWRITER CO.,**

66 N. Front St., GRAND RAPIDS, MICH.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.

THE

**"Autourette"**  
 MOTOR TRICYCLE

The **Autourette** is always ready for immediate use, is thoroughly practical and easily handled.  
**COSTS LESS THAN 1-4 OF A CENT PER HOUR TO RUN IT.**

The Physician, the Business Man, the Tourist, can all gain profit and enjoyment from the use of the **AUTOURETTE**.

Write for our "E-A" booklet.

**AUTOMOBILE DEPT.**

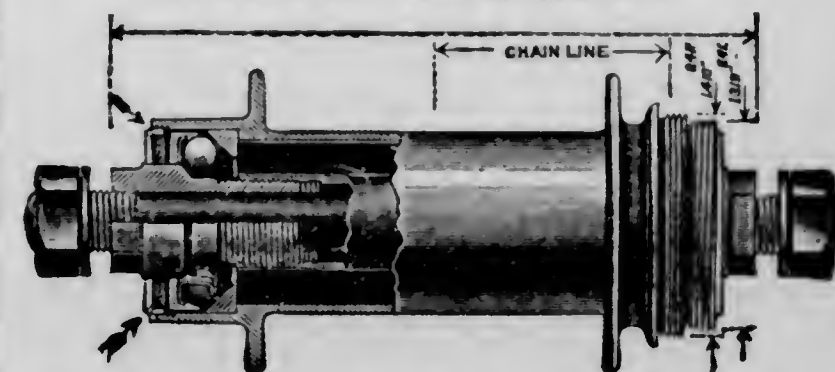
**AMERICAN BICYCLE COMPANY**  
 2316 Park Row Bldg., New York, N. Y.  
 New York Retail Store, 91 Fifth Ave.



**PLEASURE OR CUSSING?**

TAKE YOUR CHOICE.

If you have your wheel equipped with



**CHAMPION HUBS**

You will be pleased with the riding qualities of your machine. If you are going to be indifferent to the hub question, you may be cussing your wheel and cycling in general. There is a good and bad in everything. Why not in hubs? Take no chances; insist on **CHAMPION HUBS** and be happy.

**I. A. WESTON COMPANY, Makers,**  
 SYRACUSE, N. Y.

SEND FOR A DESCRIPTIVE CARD.



The only practical substitute for a cushion frame is the

## SMITH Two Roller Spring SEAT POST

and to CONVINCE

you of this fact we will send you one on three days' trial, subject to approval or no sale. : :

For further particulars write us.



**JOS. N. SMITH & CO.,**  
DETROIT, MICH.

## The... Climax



### THE HYGIENIC SADDLE

That has stood the test. Popular with all riders. A favorite with the best. This saddle is always elastic, as the steel springs will remain so indefinitely. Padded saddles lose their life and become hard from perspiration. All dealers sell them, or write the

**CLIMAX MFG. CO.**  
EAST HAMPTON, CONN.

## Just The Tire thats right!

Its the kind you have always wanted.

It can be opened, on the wheel, quickly for repairs.

Its a detachable "clinchier."

It fits any kind or style of wheel or rim.

No cement is required.

It holds itself on the rim.

Its the wonderful Goodyear Detachable Tire, made by

**THE GOODYEAR TIRE AND RUBBER COMPANY. AKRON, OHIO.**

Sold generally by dealers, **Price \$4.75 Each**

If your dealer doesn't carry them as yet, we will send Express prepaid on receipt of price



Choice rooms, with breakfast, for visitors to the Pan-American Exposition. Write 44 Vermont Street, Buffalo.

Did you ever read a copy of the **MOTOR VEHICLE REVIEW**? If you are interested in Automobiles, etc., send 2c stamp for sample copy to publication office at Cleveland, Ohio.

# MOXON'S LINIMENT

Made at the celebrated Mt. Clemens Mineral Springs.

"Cheapest, Strongest and Most Effective External" Remedy in the World.

Bicycle riders should never be without it. As a remedy for sprains, sore muscles, bruises, and general exhaustion it is without an equal. The friend of all athletes. The pains of rheumatism are relieved instantly by its use. Refreshing as a Turkish bath after a fast "spin." Invaluable for toilet purposes. Makes an elegant shampoo. More effective and quicker than mustard for sore lungs.

**PRICE, 25 CENTS A BOTTLE**

Special for L. A. W.'s We have so much faith in our Liniment pleasing you that we will send every L. A. W. member a free sample bottle, provided they send us name and address of their druggist.

THE MOXON LINIMENT COMPANY, - - MT. CLEMENS, MICH.

"Derned if It Doesn't Light Right Off."

UNCLE JOSH DISCOVERS  
THE SECOND GOOD POINT  
IN THE

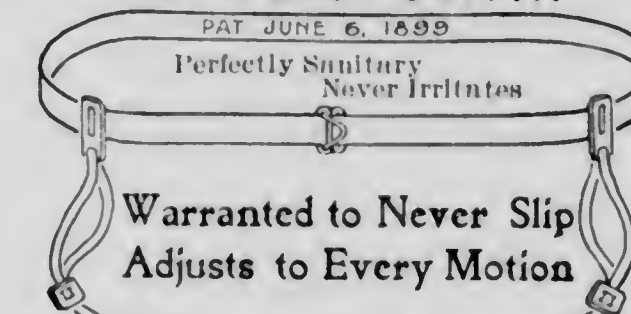
## Columbia Automatic —GAS LAMP—

We know it embodies all best features of all lamps and no bad features of any. It lights at once. Turns down or out at once. Requires one-third the carbide necessary in a large lamp. Water Feed takes care of itself. As good a headlight as the large lamps. Nothing to get out of order, so not like the large lamps. Will fit bicycles, buggies or motor vehicles. Supplied with special dash bracket.

**HINE-WATT MFG. CO.** 14-16 N. Canal St. Chicago



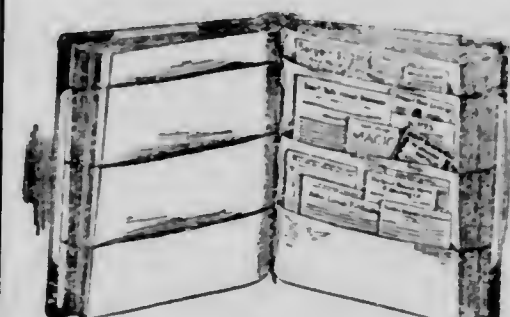
**2 DETACHABLE SACKS WITH EACH OUTFIT.**



No Buckles No Back Straps

In Dr. Meyer's New Idea Suspensory you have COMFORT, CLEANLINESS and ABSOLUTE EFFICIENCY. Sacks changed in a minute for washing. Sent free by mail on receipt of Price, \$1.00. Address

Doctor Meyer's T. B. Sanitarium, Mail Order Dept. A, Watertown, N.Y., U.S.A.



## SAVE Your Scraps

IN THE

"Perfect" Scrap Book

No Paste. No Bother. Self-Indexing. Instant Reference.

Almost every day you have occasion to clip something out of a publication which you wish to preserve for future reference. — **THIS IS THE BOOK!**

Send **50 Cents** and one will be mailed to you. Address

**15c** will get you a PERFECT ALBUM for Film Negatives. Write for one.

**THE PERFECT SCRAP BOOK CO,**  
150 NASSAU STREET — NEW YORK CITY.

You will favor the publishers, advertisers and yourself by mentioning the L. A. W. Magazine when answering ads.



# HAYNER'S PURE WHISKEY

DIRECT FROM DISTILLER  
TO CONSUMER.

**4 FULL QUARTS**

EXPRESS CHARGES PREPAID.

**For \$3.20**

SAVES MIDDLEMENS' PROFITS,  
PREVENTS ADULTERATION.

## HAYNER'S DISTILLERY WAS ESTABLISHED IN 1866.

We have enjoyed 34 years' continual growth, until we now have one hundred and sixty-five thousand customers throughout the United States who are using Hayner's Whiskey, which is an evidence of true merit. We give you absolutely pure whiskey at the lowest possible cost.

Our entire product is sold direct to consumers, thus avoiding middlemen's profits and adulteration.

If you want pure whiskey, read our offer:

**WE** will send four full quart bottles of HAYNER'S Seven-Year-Old Double Copper Distilled Rye Whiskey for \$3.20, express prepaid. We ship in plain packages—no marks to indicate contents. If, after testing, it is not found satisfactory, return it at our expense and we will return your \$3.20.

**SUCH WHISKEY AS WE OFFER FOR \$3.20 CAN NOT BE PURCHASED ELSEWHERE FOR LESS THAN \$5.00 PER GALLON.**

REFERENCES—Third National Bank, Dayton; State National Bank, St. Louis, or any of the Express Companies.

Write to Nearest Address.

**THE HAYNER DISTILLING CO.**

226-232 W. Fifth St., Dayton, Ohio.  
305-307 S. Seventh St., St. Louis, Mo.

Orders for Ariz., Cal., Idaho, Mont., Nev., N. Mex., Ore., Utah, Wash., Wyo., must call for 20 quarts by freight prepaid.

JUST WHAT MY  
PATIENTS NEED,  
IT IS PURE.

We guarantee the above firm will do as it agrees.—EDITOR.



IF YOU WANT  
TO ENJOY

EVERY MINUTE while  
you are riding  
ORDER your bicycle  
equipped with a

## KELLY Adjustable Handle Bar

Standard the world over. More Kelly bars used by satisfied riders than all other makes combined. Every manufacturer or dealer will furnish it WITHOUT EXTRA CHARGE, IF YOU INSIST ON IT. YOU ARE TO BE PLEASED, THEREFORE INSIST ON YOUR RIGHTS.

THE KELLY HANDLE BAR CO., - - - Cleveland, O.



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THE L. A. W. MAGAZINE

# DIAMOND 400

REGULAR GUARANTEED TIRE

The percentage of replacement during 1899 and 1900 stands at about one per cent.

**PRICE, \$6.00 Per Pair**



## XX

UNGUARANTEED TIRE

NEED LITTLE INTRODUCTION. Have always been, and will continue to be, the standard for quality in the unguaranteed class.

**PRICE, \$4.00 Per Pair**



DEALERS' PRICES ON APPLICATION



Made in AKRON, OHIO, by

## The Diamond Rubber Co.

BRANCHES:

Where replacements and reliable repairs can be had.  
Orders sent to any of our branches will  
receive prompt attention.

NEW YORK—215 West 53rd St.

BOSTON—7½ Appleton St.

PHILADELPHIA—435 North Broad St.

BUFFALO—9 West Seneca St.

CHICAGO—429-431 Wabash Ave.

DETROIT—

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# **L.A.W. MAGAZINE**



**ROLL CONTENTS**

**VOLUME 31**

**ROLL NO. 1**



**END**

**PLEASE**

**REWIND**



